

CENTRAL HEADLIGHT

Vol. VI, No. 1

JANUARY, 1944

Killed in France



Private William D. Burke, a former Clerk in the Chief Engineer's office, New York, was killed in action in France, October 9, while serving with the 79th Infantry. His mother, sister and two brothers, one of whom is in the Army and the other in the Navy, survive. He was a nephew of John Perdissatt, Assistant General Yardmaster at Mott Haven and also of James J. Cullen, Yardmaster at Mott Haven.

Beech Grove Man Dies of Wounds in France

Pfc. Verel Grant Foltz, of the 190th Infantry Division, Company E, was seriously wounded, September 16, in Normandy. He died September 17.

Pfc. Foltz entered the Army January 26, 1944, at Fort Sheridan, Ill. and served only seven months and 23 days.

Formerly he worked in the Beech Grove Freight Shop.

Private Leisher Wounded

Holiday greetings were received from Private William M. Leisher, who is confined in a U. S. Army Hospital in England, where he is recovering from wounds. He was a crossing watchman at Cleveland, Ohio.

G.C.T. Boy Killed



Lieut. Martin W. Crogent was killed in action in France, August 21. He was first employed in the Operating Department at Grand Central Terminal as a Messenger, February 7, 1938. He was a clerk in the Electric Power Department, under A. D. Gilmore, Superintendent of Power, when inducted May 17, 1941.

After several months' training in the 71st Regiment, N.G.N.Y. he was promoted through the non-com grades to Staff Sergeant and sent to Officer's Training School and commissioned in 1943. He was assigned to Mechanical Cavalry.

His friends at Grand Central Terminal and Mott Haven will long remember his merry banter and his stories of the happy side of life in our Army.

A Message from President Metzman

Office of the President
New York, December 18, 1944

To the Men and Women of the New York Central System:

As the year 1944 draws to a close I am happy to take this opportunity to express to each and every one of you the deep appreciation and gratitude I feel for your accomplishment throughout the year—a year that has witnessed the successful solution of vexing problems and at the same time new highs in industrial and transportation performance. I only wish I could say this to you personally.

Throughout my entire service with the Company, and more recently as President, I have been required to do a great deal of traveling over the System lines and know from personal observation the extraordinary demands that have been placed upon you during the war years—the additional burdens that have confronted and are still confronting our passenger and freight crews, our dining car forces and the men and women in all departments of the railroad. We need not ask how well those demands have been met. The answer is found in the safe and speedy handling of a volume of passenger and freight business that is without parallel in the history of American railroad operation.

This did not just happen. It is the fruit of a gigantic cooperative effort in which all of you have shared. But more than that it is an indication that whatever the future holds, however long the war may last, the people of this country may rely upon the men and women of the New York Central System and all American railroads to give the job everything they have.

My thanks and all good wishes to you and your families for a Happy Holiday.

President

Missing Over H



Flight Officer Bernard E. Cantwell, 25, formerly a switchtender, Indianapolis, has been reported missing since September 19, following a flight over Holland. Flight Officer Cantwell was a glider pilot. He is the son of Edward M. Cantwell, Car Repairer at Hill Yards, Indianapolis. He entered the Army July 1, 1942, enlisting in the Air Corps.

Austin Named as New General Purchases Agent

F. S. Austin was appointed General Purchasing Agent and E. Bonnet, Fuel Purchasing Agent, effective December 1, it was announced by W. C. Bower, Vice President, Purchases & Stores. Both have offices in New York City.

Mr. Austin, who entered service as Chairman on the Boston & Albany in 1909, had been Purchasing Agent with offices in New York City since 1940. Mr. Bonnet had been First Assistant Purchasing Agent.

A. L. Prentice was also appointed Manager, Stores & Reclamation, and G. M. Wright, General Superintendent, Scrap & Reclamation, both with headquarters at Ashtabula. Mr. Prentice had been General Supervisor of Reclamation and Mr. Wright Superintendent of Scrap & Reclamation, both at Ashtabula.

Other appointments effective December 1 in the Department of Purchases & Stores were R. I. Renfrew, E. O. Hornig, W. J. Warnock and W. H. Ruskaup, Jr., as Assistant General Purchasing Agents, and A. J. Ryan as Assistant to Vice President, Purchases & Stores, with offices in New York City.

Rouse, Beech Grove, Killed in France

Another name has been added to the honor role of New York Central men who have made the supreme sacrifice for their country. Melvin Rouse, carman helper in the passenger shop at Beech Grove, was killed in France, November 21. He entered the army August 7, 1942.

Harry A. Wolfe, formerly an upholsterer apprentice, Beech Grove, has been wounded in action.

W. Mason, painter apprentice, who is in Naval service, paid a visit to Beech Grove recently. He has been in the South Pacific.

More Self-Supporting Transportation is Needed, President Metzman Says in Detroit

Big Post-War Program of Improvements Planned, If U. S. Policies Permit, He Tells Economic Club

THE stage is set for a great program of railroad improvement, to be carried through with private capital, President Gustav Metzman of the New York Central System told the Economic Club of Detroit at a luncheon meeting, December 18. He emphasized that this means post-war jobs on the railroads and in equipment and supply industries.

The only prerequisite, and one which Mr. Metzman felt was common in greater or less degree to the post-war development plans of all industries, was that an enlightened public must demand that any peacetime Government investments in transportation and industry be made self-supporting.

Pointing out that railroads, beside doing a tremendous and efficient war job, are now paying \$4,000,000 a day in Federal taxes, contrasted to the \$2,000,000 a day deficit which they cost the taxpayers during the Government operation of World War I, Mr. Metzman said, "What we need is more self-supporting transportation."

"Any competitors who expect the railroads to stand still are due for a rude shock!" Mr. Metzman said. He predicted that under private management the roads would emerge from this war in far better shape than they did from World War I. And he expressed confidence that railroad investments can continue to attract private capital through their soundness and ability to earn a fair return.

Nevertheless, he warned that the railroads' vast improvement program,

with all it would mean in purchases and post-war jobs, can only materialize if federal, state and municipal government policies permit.

Mr. Metzman compared the railroads' problem with that of private utilities forced to compete against such projects as the TVA, and of private manufacturers facing the threat of peacetime competition from multi-billion dollar Government-owned war plants.

"The big question is," said Mr. Metzman, "will Government pour capital funds into competing transportation enterprises—such as waterways, highways, airports and airways—finance these improvements out of the public treasury, and not charge the users enough to pay the Government back? How will surplus ships, pipe lines, trucks and airplanes be disposed of? Will all this be done on terms that discourage private in-

vestors from putting up their money for anything that competes with these government facilities?"

"Policies governing the flow of capital funds into transportation," Mr. Metzman added, "should be the kind under which investors get their money back—whether those investors put in their money through private channels or through Government. If the investor gets his money back, the process of reinvestment is continuous, and the jobs are permanent; if the investor does not get his money back, the jobs come only once and new money will have to be poured into a bottomless pit."

American railroads, Mr. Metzman emphasized, realize that the war must be dealt with first. But after victory, he added, the railroads want to give the country transportation based on post-war, not pre-war, standards.

"If," he concluded, "our Government-owned transport plant—our super-highways, our waterways, our airports—were made really self-supporting, then these developments could be freed from appropriations and politics. If this were done, private investment in railways could live alongside of government investment in highways, waterways, airports and airways."

Air Line Conductor Saves 20 Wounded Marines Under Fire

JAMES SCHAUB, Pharmacist Mate 2/c, furloughed Conductor from Air Line Junction Yard, recently was mentioned in dispatches for his heroic conduct on the first day beachhead at Guam, when, under heavy mortar fire, he dragged 20 wounded Marines to safety.

One shell burst so close to him that it fractured a rib which had previously been broken aboard ship, but he ignored this and worked all day caring for the wounded.

"He did a fearless job from the moment he hit the beach" his commander reported. Some of the men were wounded wading across a reef and he braved the surf to save them.

George Stillwell, of Chicago, Dies at Metz

Sergt. George Stillwell, former clerk at the New York Central Taylor Street Warehouse, Chicago, and son of Earl Stillwell, Freight Rate Clerk, Polk Street Station, was killed in action November 17, in the battle of Metz.

Sergt. Stillwell, who was 27, started work May 19, 1937 and entered military service July 13, 1942. This is the third fatality from this station.

Stay Alive in '45

Central Headlight

Published monthly for New York Central System employees and their families in eleven states and two provinces of Canada by the Department of Public Relations. Contributions are invited but no responsibility is assumed for their content. Editorial offices, Room 1528, 466 Lexington Avenue, New York City.

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JANUARY, 1945

No. 1

The Lights Are Green

With the New York Central System begins its 114th year. In the decades it has grown from an original 17 miles of track between Albany and Schenectady to 11,000 miles of track in 11 states and two provinces of Canada. Its first handful of employes has expanded to more than 136,000, the equivalent of approximately eight Army divisions and more.

For three successive years we have been a war railroad and as we round the curve of time into a fourth year the war is paramount in everything we do. Despite limitations of equipment and plant, heavy investments and careful planning in the period between the first and second World War have enabled us to set new records in the Company's primary function, the movement of men and materials.

Gross revenues were never so great, but the same cannot be said of net income.

Although we are in the middle of a period of great stress and strain, we are comforted by the thought that as we look down the track ahead we see that the lights are still green, signaling us forward to still greater achievements that will help to bring victory. Because the sum total of our efforts is made up of the individual efforts of each one of us it is well for us to remember some of the things of which these lights are symbolic. Here are a few:

The lights are green for efforts to surpass our present achievements, great though they are, in our day-by-day railroad jobs.

The lights are green for observance of the Safety rules, for Safety today is a critical war asset.

The lights are green for preventing conditions or actions that may start fires, leading to destruction of equipment or plant that cannot be replaced at this time. Fires on railroad property today are as bad in their effects as the worst form of sabotage.

The lights are green for giving new shippers and new passengers, many of them using our facilities for the first time, service so good, within wartime limitations, that they will recall it with gratification.

The lights are green for performing our service with such goodwill that every customer, freight or passenger, will consider himself henceforth our friend.

The lights are green for remembering that every added effort on our part is directly in support of the 26,000 men and women from our own ranks, with their millions of comrades, who today are fighting for us on world-wide fronts.

Yes, the lights are green. Let's keep them green throughout the year!

THE ROUNDHOUSE

By
Sim Perkins

WELL, folks, many years ago I swore off New Year resolutions, but this year I have made one that I mean to keep. It is this: No more New Year's Eve parties!

I broke down and went to one and the next day felt I ought to die, but couldn't. Had a good time, though, while it lasted, and saw some funny sights.

One girl, they told me, was an optician's daughter. I believed it—two glasses and she made a spectacle of herself.

Another one yelled, "Boops! I'm losing my punch," and darned if she didn't.

One strange cove was congratulated on the improvement he had shown since his operation. Seems they had removed a brass rail that had been pressing against one foot for years.

The next morning everybody overslept. There were eight in the house and the alarm clock was set for seven! Some party.

Gold Stars will be added soon to the Service Flags placed in many of its larger stations by the Company. It is only recently that it has been possible to get any reasonably accurate idea as to the number of employes who have given

their lives and even current figures are probably well under the actual total.

These Stars will be placed in position as soon as the manufacturers, swamped with military orders, can deliver them.

Many officers of the Company heard the Manhattan A. A. Glee Club, all New York Central employes, sing carols in Grand Central Terminal late on the afternoon of December 21. They

were profuse in their praise. The Club has shown remarkable progress since its first Christmas recital, last year.

Many of its women members have been making visits each Sunday to the Veterans' Hospital at Castle Point, Beacon, N. Y. On December 17, twenty-two of these young women made a special visit to the ward patients and distributed 600 packs of cigarets, fruit and candy, which had been contributed,

War Bond Owners, Take Note!

For Your Protection!

WITH the War Bonds being mailed currently, Government form WFD 884 is being enclosed. This form is for the purpose of providing Bond owners with a convenient folder in which the issue dates and serial numbers of War Bonds can and should be maintained. It is urgently requested that all Bond owners use this form and that they keep it separately from their Bonds so that, in the event of loss, there will be readily available, information required by the United States Treasury Department before consideration can be given to the issuance of replacement Bonds.

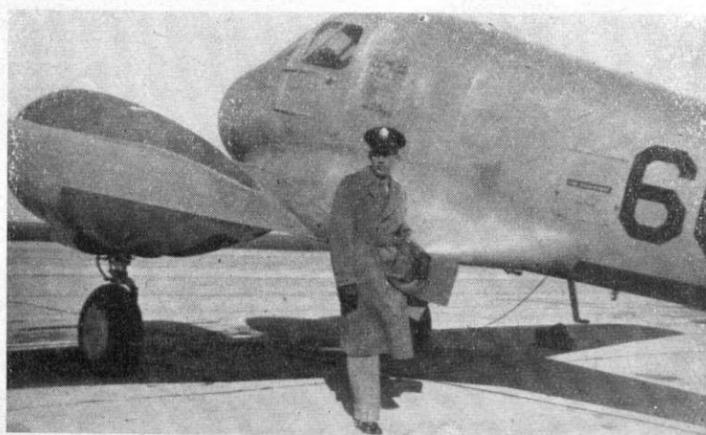
LOST BONDS

If War Bonds are burned, stolen or otherwise lost, the owner should report the circumstances to the Treasury Department of the United States, Merchandise Mart, Chicago 54, Illinois, attention of Mr. A. E. Wilson. The notice should show the serial numbers of the lost Bonds and indicate the dates as of which they were issued. Full information as to how the Bonds were registered, i.e., full name and address of owner also the name of co-owner or beneficiary, is likewise necessary. The Government usually places orders against the cashing or redemption of lost Bonds and gives consideration to the issuance of replacement Bonds, providing, of course, that the owner furnishes the Government with full and accurate information, as indicated above, when Bonds are reported as being lost.

CORRECTED BONDS

The Railroad Company, while acting as an issuing agent in the sale of War Bonds, is not permitted to issue new Bonds where changes are desired due to deaths of co-owners or beneficiaries. Such matters should be taken up by the Bond owners with their own Bank or at a nearby Post Office where complete information can be obtained in regard to securing corrected Bonds.

New York Central Bomber Still Fighting, Says Returning Pilot, in Cleveland



Capt. Earl A. Willoughby, son of Electrician Earl A. Willoughby, Sr., Cleveland Union Terminal, on his return recently to his home in Cleveland, reported that the New York Central II, replacement bomber presented to the Army Air Forces by cash gifts of New York Central System employes, is still fighting with the 17th Bombardment Group and has its original pilot, Lieut. Ralph Childers of Walla Walla, Washington, who flew it away from La Guardia Field when it was presented to the Army, September 12, 1943. Cap-

tain Willoughby, who was a member of the same group, says that his unit has received a Presidential Citation. He was 15 months overseas and had 64 missions over enemy territory. He returned wearing the Distinguished Flying Cross, Air Medal with clusters and the Croix de Guerre, with palm. In the invasion of southern France he was operations officer for two days and also served as flight commander and squadron commander, all on B-26 Marauder bombers like the New York Central II.

1000 at Collinwood Program Council Fete

The Collinwood Program Council held its first party and dance at the Slovenian Workmen's Home, Cleveland, Dec. 9. The affair was attended by approximately 1000 members. Dancing was enjoyed.

Membership in the Program Council has now reached 950 and it is anticipated that by the time plans are made for the next party, that the membership will approximate 1500.

The Program Council has been formed for promoting good fellowship among employes through activities such as baseball, bowling, chess, pinocle and dances. It is also the aim of the Council to aid furloughed employes returning from World War II in every way possible.

The following were elected December 14:

President: D. H. Simonson, Lieutenant of Police; Executive Vice-President: R. L. Rankin, Locomotive Department; Second Vice-President: Peter W. Stebic, Transportation Department; Third Vice-President: John W. Carroll, Stores Department; Fourth Vice-President: A. L. Bruening, Collinwood Engine Terminal; Secretary: Frances M. Kochenderfer, MM & SS Office; Treasurer: T. G. Melkerson, Police Department.

President Simonson appointed the following Chairmen:

Publicity: John M. Kren, MM & SS Office; Social: Chas. D. Wise, Car Department; Recreational: Oliver E. Stork, Locomotive Department; Auditing: H. A. Lloyd, Locomotive Department; Membership: Martin Olson, Stores Department; Refreshment: Nick Fatica, Locomotive Department; Welfare: Miss Ruth Hatie, Nottingham Car Department.

Gets Purple Heart



Pfc. John A. Maher, known as "Jack" to his associates on the Ninth Floor at 466 Lexington Avenue, New York, is recovering in a hospital in Belgium, from wounds received in action on the European front. His parents, who reside in Yonkers, have been notified that he was awarded the Purple Heart Medal.

"Jack" was with an Anti-Tank Company of the 359th Infantry Regiment and this is the second time that he has been hospitalized in Europe. He formerly suffered from shock and concussion from a bomb explosion on one of the beachheads in the invasion of France. He started his overseas service in May 1944, after entering the army on March 16, 1943, when he attained the age of eighteen.

Chicago Public Relations Group Organizes Forum



Activated by the desire to continue discussion of problems of mutual interest, and also to enjoy an occasional social get-together, graduates of the Public Relations courses in Chicago met December 12 and organized the New York Central Social Forum. Kathryn Bargelt, of the Passenger Traffic Department, and James W. Williams, Yard Conductor, Englewood, who were the prime movers in the organization of the group, were elected co-presidents. Monthly meetings, for which interesting attractions are planned, will be held. The initial meeting was held at the Army and Navy Club, where an excellent dinner (dutch treat) was enjoyed. Entertainment started with the showing of the motion picture "New York Calling," after which there was a demonstration of hand and whistle signals. Singing and dancing concluded the activities.

New General Agent at Oklahoma City

J. W. Switzer, Passenger Traffic Manager, Chicago, announced the appointment, effective December 1, of Frank W. Trinka as General Agent, Passenger Department at Oklahoma City, Okla., succeeding Ben Anderson, who died recently.

Good Railroad Tale

THE LONG TRAINS ROLL, by Stephen W. Meader, Illustrated by Edward Shenton. 259 pp. New York: Harcourt Brace & Co. \$2.

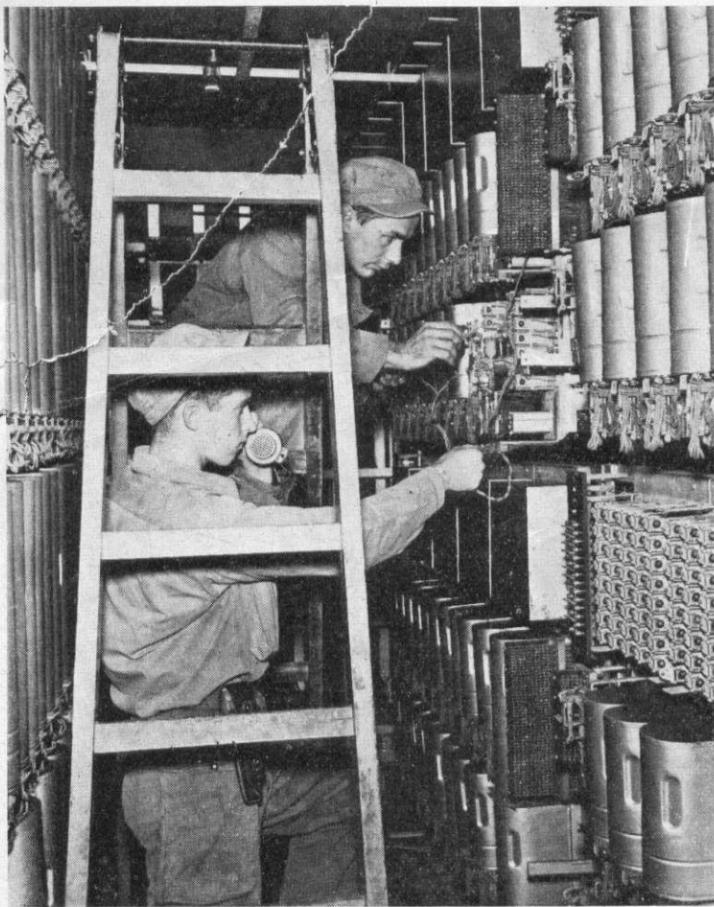
This is one of the best railroad adventure stories that has been written in some time. Packed with thrills, it tells how the youngest son in a family of railroaders helped railroad police and the F.B.I. to foil attempted sabotage that endangered war transportation facilities.

It is not only a good story but it is also a vivid picture of how the railroads are carrying on their war job.

The author's approach is indicated in the following sentence:

"Of all the machines contrived by man, there is none so grandly impressive, so vitally alive, as the steam locomotive. In the bulk of a railroad engine—the flashing drive of pistons turning mighty wheels—the deep, hoarse bellow of the exhaust—there is something akin to the human soul."

F. M. Martin of Albany at Work in Italy



Corp. Frederick M. Martin (top), 520A Kenwood avenue, Albany, N. Y. and Pfc. Silas E. Foster (Bottom), Lawrence, Mass., are with the signal section of a railway operating battalion somewhere in Italy, repairing and checking a selector of a railway automatic telephone exchange. Corporal Martin, who has been doing work in connection with the installation and maintenance of railway telephone and telegraph systems and interlocking and signaling on military-operated sections of the Italian state railways, was a signal inspector in the Office of Signal Engineer, New York Central System, at Albany, N. Y.

Harmon Man is Busy Telephone Worker in Italy

ALLIED FORCE HEADQUARTERS, ITALY—Nerve center of Military Railway Service Headquarters, through which Brig. Gen. Carl R. Gray, Jr., and his departmental chiefs keep in constant touch with one another and with the many outside units in their far-flung domain, is a small but busy telephone switchboard.

Like all military telephone systems overseas, the MRS exchange has a special name. Sometimes these names are indicative of the type of outfit using them, and sometimes they are not. For security reasons the titles of exchanges are not divulged. It may be mentioned, however, that "Boxcar" and "Flatcar" were considered and rejected before a permanent MRS exchange name was finally agreed upon.

Installation and maintenance of the MRS telephone system falls under the supervision of Major Frank J. Murphy, signal officer, who has two expert enlisted men for trouble-shooters. Switchboard operators come under Transportation department jurisdiction. In civilian life Major Murphy was Assistant Signal Supervisor on the Spokane division, Great Northern Railroad.

Movement of Headquarters from one location to another always means a lot of work for Sergt. Joseph A. Chesmar, Bronx, N. Y., and T/4 Buhler L. Ellis, Opheim, Montana, whose job it is to get an exchange in operation with all possible speed, install new lines and find all the "bugs" that develop in the old ones.

Before the war Sergeant Chesmar was a signal maintainer for the New York Central Railroad at Harmon, N. Y. Sergeant Ellis was a signalman on the Great Northern.

When they first entered the building where Headquarters was located until recently here in Italy, the telephone men found plenty to do. Germans had previously used the same offices. They demolished much of the mechanism before leaving. A few hand grenades had done considerable damage to the equipment which, the boys found to their surprise, was American-made. It bore the nameplate of the Automatic Electric, Inc., a Chicago firm.

Lieut. Col. W. Snow Wins Bronze Medal

Lieut. Col. Wallace M. Snow, Executive Officer of the movements division of the Office of the Chief of Transportation and former New York Central traffic man, recently was awarded the Bronze Star Medal by Major Gen. Frank S. Ross, Chief of Transportation, European Theater of Operations. The colonel was cited for his planning for the mounting of cargo for the North African invasion and subsequent operations in that theater. Thoroughly acquainted with rail operations in England and the United States, he offered invaluable suggestions.

Commissioned in May 1942, after the War Department learned he had spent a year in England studying English railroading with the London, Midland & Scottish Railroad, he was immediately sent to London to start the Freight Branch.

A graduate of Hotchkiss School and

Harvard University, he was employed by the New York Central Railroad before and after his trip to England.

His home is in Winchester, Massachusetts.

Chicago Junction Boy Wins Medal

Pfc. Angelo F. Pandocchi, 19, of the Chicago Junction Railway recently was awarded the Bronze Medal for heroic achievement against the enemy on Lone Tree Hill, near Maffin Bay, New Guinea, June 22.

He continually exposed himself to enemy fire in order that he could bring effective fire on an attacking enemy. After the attacks, he assisted in evacuating the wounded and dead down a steep hill which was constantly under enemy sniper fire.

Pfc. Pandocchi was a freight checker at the Army-Navy Consolidated Station, Chicago Junction Freight Hse. No. 6 prior to his induction. His father, Constanso Pandocchi, now is employed at the U.S.A.-N.C.S. as a stevedore.

Century Conductor Hoffman Retires

Roy L. Hoffman, Passenger Conductor, Elkhart, Ind., retired October 31 after 45 years' service. He is 65 and will live at Punta Gorda, Florida.

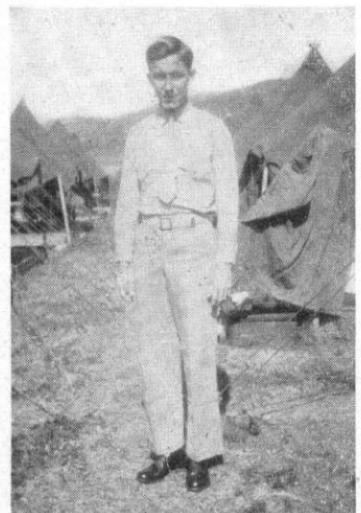
Mr. Hoffman was a conductor on the Twentieth Century Limited for 10 years. He was a freight brakeman for three years, a freight conductor for nine years and has been a passenger conductor for 33 years. His two sons, LaMar Hoffman and Dale Hoffman, are both freight conductors.

His father, the late John Hoffman, was also a passenger conductor, and at one time his father was in charge of the first section of the Twentieth Century while the son ran on the second section.

McKees Rock Soldier is Now in France

Corp. James M. Taylor, furloughed employe of the Car Shops at McKees Rock, has been in England and later in France, since March. He is the only son of Mr. and Mrs. J. R. Knight of McKees Rock and has been in service more than two years and one-half.

Two Years in Pacific



Corp. William Boettigheimer, U.S.M.C., has seen almost two years of action in the south and central Pacific theatre with an Anti-Aircraft Artillery Battalion. Before entering service he was a stenographer in the Office of Manager of Freight Transportation, New York City.

Gets Flying Cross for Flights in China

A FOURTEENTH AIR FORCE BASE IN CHINA.—Announcement has been made of the award of the Distinguished Flying Cross to Corp. John T. Swanberg, Radio Operator in the 14th Air Force Transport Section.

Corporal Swanberg, 23, of Chicago, was cited for extraordinary achievement in aerial flight, completing more than 300 hours of operational flights in the China theatre.

He was employed by the New York Central's Englewood Car Department before entering the service in September, 1942.

Recently promoted to Corporal from Private First Class, Corporal Swanberg has been in the China-Burma-India theatre 10 months.

J. C. Kiley

The high esteem in which J. C. Kiley, Yardmaster, C. J.-C. R. & I., Chicago, who died recently was held by fellow employes is expressed in the following poem composed by one of his co-workers:

A man you always liked to meet
At work, at home, or on the street,
With a pleasing smile, a warm hand to greet.

Mr. Kiley entered service June 6, 1906, as a messenger and in 1910 advanced to Car Service Clerk. He was transferred to the Yard Clerk's Department in 1920, and on July 1, 1925, was promoted to Chief Clerk to the Superintendent. He became Yardmaster June 6, 1933.

Detroit Model



The above portrait was taken by Friedman of the Engineering Department's Valuation Office at Detroit, at a shooting session of the NYC Camera Club. Miss Genevieve Beyer of Departmental Accountant's Office, Detroit, was the model.

Steward Retires

Charles Benton Seale, Dining Car Steward on the Lines West, retired recently after 43 years of service. Mr. Seale, who was born in Booneville, Ky., October 10, 1876, joined the Lake Shore & Michigan Southern as a waiter March 13, 1901, and was promoted to steward two years later. He was transferred to Big Four dining service in 1911, as a steward.

Beech Grove Veteran, Retiring, Gets Purse



Employees of the Tool Room, Beech Grove Locomotive Shops, held a luncheon November 15 for Joseph Krebsbach, retiring after 52 years' railroad work. Seventy years old in January, he has worked at the same lathe in the Tool Room for thirty-four years. Mr. Krebsbach may be identified by the circle. To his right is J. N. Martin, Shop Superintendent; and to his left is A. E. Billger, Tool Room foreman. Mr. Krebsbach was given a wallet and contents by Mr. Martin on behalf of the Tool Room employes.

disadvantages, one of them arising from its metal construction, which carries quite a shock if not carefully handled. Dampness, too, seems to have more of an effect on it than on American boards. For that reason a large light bulb is kept burning back of it all the time to keep it dried out.

The operators are called for all kinds of information. One of the standard daily requests is for the correct time, so the boys check regularly with the chief dispatcher of one of the MRS operating battalions and keep their dollar alarm clock set right to the second (well, just about, anyway).

They have to be masters of several languages, at least along the lines of common telephone conversations. For instance, "busy" means just that to a fellow-American, but the British say a line is "engaged," and the Italians refer to it as "occupato." The MRS telephone exchange is quite an international melting pot.

Comerford, Wounded in France, Recovering

Private Ed Comerford, furloughed employe in the Ticket Redemption Bureau, New York City, who has been in France with the famous 90th Division, is now in a hospital in England.

On "D" Day his division was first to land on the Normandy Peninsula and on "D" Day plus 15 he was wounded in the spine at St. Lo. The wound temporarily paralyzed both legs. He is slowly recovering and has been awarded the Purple Heart.

Victoria Yard Brakeman Wounded

Corp. Douglas Guy Wetherelt, former Victoria Yard Brakeman, was wounded by shrapnel, August 14, in France, and is hospitalized in England, according to notification from the Canadian Government. Wetherelt, who enrolled and trained with the Algonquins, an infantry regiment, is one of six Victoria Yard brakemen in the Armed Forces.

Now in France



Corp. Thomas T. Pfeifer, former Assistant Signal Maintainer, Bay City Junction, Detroit, is in France with the 757th Railway Shop Battalion. He is the son of Foster Pfeifer, Division Examiner, Detroit Division, Detroit.

Red Cross Boys Cheer in Iran

by von Seht
Cross Representative
Middle East

There has been one of sur-
prise of which, inso-
lutions in Iran
glorified box car.
car is known as
Cross Train Mobile
more than just that
of soldiers, some of
Central men, sta-
this vital link of the
apply route to Russia. To
a touch of an American
It's a tangible reminder that
there really are such things as ice
cream, coffee, doughnuts, doubletalk
and American girls.

The men along this railway are
mostly furloughed railroaders whose
primary job is to keep the trains
rolling. Not only are there train
crews, but maintenance men, signal
men, mechanics, wipers and all the
others needed to operate a first class
railroad. They are doing a bang-up
job.

The beauty of this Red Cross-
equipped box car cannot be measured
by the yardstick of an interior dec-
orator. It would fall short and flat,
but to balance the shortcomings of the
interior, a deep beauty can be seen
and felt through the service which
it renders to homesick American sol-
diers.

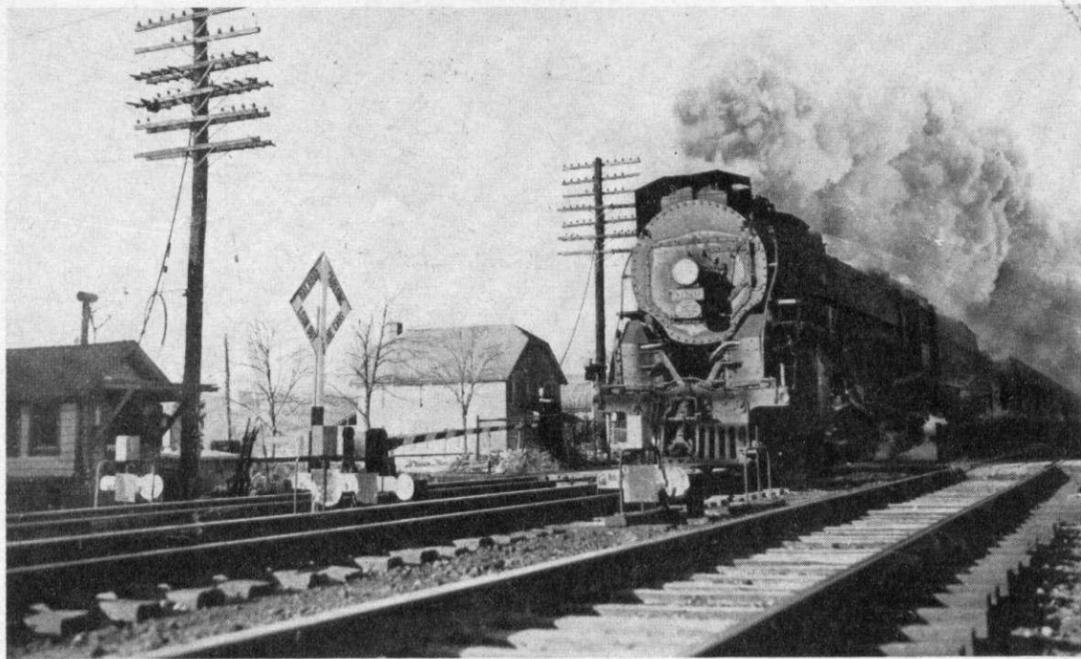
The spirit of the Train Mobile
Theater is amplified by two Red Cross
girls, who are probably the most pop-
ular lasses who ever lived in a
caboose. They are blonde, vivacious,
wise-cracking Lillian Hackworth, of
Seattle, Washington, and sparkling,
dark-haired Marie "Rickie" St. Martin
from Baltimore.

They're known from the hot sultry
Gulf near Khorramshahr to Teheran.
Every desert or mountain Army post,
no matter how small, has felt their
presence. They bring with them on
this specially equipped Train Mobile
Theater, a library, games, 16 mm.
movie projector and screen supplied
by the Special Services branch of the
Army, doughnuts, ice cream and
coffee from the Red Cross, and com-
modities of a more intangible nature
— a good sense of humor, a ready
laugh, a lot of breezy American talk,
a bit of sympathy when a soldier
needs it, and ears that never grow
weary of listening.

In over-all charge is Edwin L.
Abbott of Lawton, Michigan, Ameri-
can Red Cross Assistant Field Direc-
tor. He keeps the wolves away from
Lil and Rickie's door. Abbott is
known up and down the line — when
a G. I. needs a loan, or wants to send
a telegram, or is worried about his
family, or has any other personal
problem, "Bud" is the guy who helps
him out.

The background and environment of
this illustrious box car is by no means
glamorous. There are miles and miles
of desert where hot winds blow and

Tell-Tales Prevent Damage to Vital Third Rail



Engine 3120, a new Mohawk type locomotive, Class L-4A, is shown speeding Eastbound at Garrison, N. Y., just before passing through the Tell-Tale markers on Number 2 Track.

OCCASIONAL winter ice formations
and projecting equipment from
locomotives or cars could cause serious
damage to the third rail of the Elec-
tric Division, at its eastbound begin-
ning at Croton-on-Hudson, were it not
for simple Tell-Tale markers which
sound the alarm.

The Tell-Tales are located on each
side of Tracks 2 and 4 at Garrison,
N. Y., at a point 15.27 miles above
Croton-on-Hudson, a safe distance be-
fore trains hauled by steam locomotives
reach the third rail. They are at-
tended in shifts by three Tell-Tale in-
spectors, who also double as gatemen
at Garrison's only grade-crossing.

The markers are heavy steel plates

covered with padded canvas which is
frequently painted with white lead
thinned with free-flowing fish oil. If
a projection strikes a marker it makes
a half-turn, thus presenting a second
marker to be struck by any other pro-
jection. A splotch of white paint is
also left on the fouling part.

In making its half-turn the marker
breaks an electrical contact which
causes a bell to ring in the inspectors'
cabin. Meanwhile the inspector on
duty has been counting the passing
cars in order to know the location in
the train when the marker was struck.

When the train has passed he then
telephones Signal Station No. 43, al-
most two miles down the track, tell-

ing the towerman the location in the
train of the one or more fouls re-
corded. The towerman signals the train
crew that the train will be stopped at
Peekskill or at Croton-on-Hudson
freight yard to have a quick repair
made or have an offending car taken
out. Even though no projection was
registered, the inspector also calls the
towerman to "okay" the train.

The third rail is exactly 10 inches
high and the highest point of the
markers is seven-eighths of an inch
higher, just to make sure. Day after
day passes without a projection strik-
ing a marker; but on one single day
the markers recorded seven causes of
potential damage.

A Signal Man Reports

S. F. Clearhart, Signalman, for-
merly located at Elkhart, Indiana, and
now in the Army in Italy, writes as
follows to T. G. Inwood, Signal Su-
pervisor, Englewood, Ill.:

"I received a Christmas package to-
day from the N. Y. C. System; was
glad to get the pen, for the one I
have is in poor shape and there is no
place to get it repaired.

"Since I last wrote you I have been
able to see some of the Italian elec-
tric locomotives at work; they do a
good job under the conditions we have
at present. Their streamlined electric
and Diesel passenger cars, while their
styling is somewhat different from
ours, are good looking and from what
they say, their speed compares favor-
ably with ours, although they don't
have the long runs that we have.

"In moving around, ran into some
modern signaling. At one place, saw
the largest interlocking plant in the
world, with color light signals and
electric switch machines. The plant
had between 600 and 700 levers. The
draw signals turn around in place of
changing lights. The terminal was
originally all electric power.

"But most of the signaling we have
run into is of a very old style. Some
places have a fairly modern key sys-
tem, but like all things in war, they
do not stand the wear and tear.

"Was able to buy a camera and hope
to be able to bring home a few pic-
tures of their signals and towers. I
noticed some trade names from the
U. S. on the equipment, but it is made
over here."

E. M. McCabe, of B.&A., Retires

Edward M. McCabe retired recently
as Supervisor of Bridges & Buildings
on the Boston & Albany. He started
in 1895 as a painter and rose to
Bridge Foreman, working on the
West Shore, Pennsylvania, Western
and Hudson Divisions until 1905,
when he went to the B&A as a fore-
man. In 1907 he was appointed Super-
visor of Bridges & Buildings, at Pitts-
field, Mass.

He was presented with War Bonds
and flowers.

Mr. and Mrs. McCabe, who are
spending the winter in Florida, have
three sons in military service.

B. & A. Man Instructs Gunners in England

AN EIGHTH AAF COMPOSITE
STATION, ENGLAND — Staff Sergt.
Sam Nevins, 24, of Chelsea, Massa-
chusetts, an Aerial Gunner Instruc-
tor at this station, is holder of the
Distinguished Flying Cross and Air
Medal with three Oak Leaf Clusters
for meritorious achievement during 30
missions over Germany, France, and
Poland. He is passing his experience
on to newly arrived students in the
Turret Armament Classroom.

Nevins has been in the service two
years, nine months of which have been
in the European Theater. He attended
Radio School, Madison, Wisconsin,
and Aerial Gunnery School, Kingman,
Arizona.

Before entering the army, the Ser-
geant was employed by the New York
Central Railroad at East Boston, Mas-
sachusetts.

Wins Flying Cross



Veteran of more than 30 combat mis-
sions as a Flying Fortress pilot, based in
England, First Lieut. George K. Abel
has been awarded the Distinguished
Flying Cross. He previously won the
Air Medal and three Oak Leaf Clusters
for attack on German military targets
and support given ground forces at the
breakthrough at St. Lo. Lieut. Abel was
an Electrician Apprentice at East
Buffalo Car Shop.

glorified box car. It houses a shower,
wardrobe closets, two bunks, two
chairs, table and lamp.

Auto Kills Seibert, Father Died Similarly

Charles Louis Seibert, 75, retired
New York Central Gang Foreman,
Stores Department at Elkhart, Ind.,
died November 19 as a result of in-
juries sustained when he was struck
by an automobile, November 14.

Mr. Seibert, who had been with the
railroad for 50 years, was a member
of the Brotherhood of Railway Clerks
and the New York Central Pension-
ers' Association.

His father, the late Frederick Sei-
bert, a New York Central gang fore-
man when he retired in 1910, met
death in a similar accident in August,
1932.

The Traffic Club of Brooklyn, New
York, Inc. on November 7, elected
City Freight Agent Dan A. Hackett
as its new secretary.

One Hundred Forty-Four East Buffalo Car Shop Boys in Service — Three Gold Stars



On October 11, 1940, the first East Buffalo Car Shop boy entered the Armed
Forces; since then the Honor Roll has listed 144 boys, assigned to all branches
of the Service, and stationed in all parts of the world. This number includes four
Lieutenants; three Staff Sergeants; thirteen Sergeants; 19 Corporals; 21
Privates First Class; 68 Privates and 16 in the U. S. Navy. To date three boys have
been lost and several wounded in action. The employees on the job mail cig-
arettes periodically to each boy.

the covering on the snack bar counter
extending across the car. On this coun-
ter is a huge basket of fresh dough-
nuts. The boys are taken right back
to Main Street.

Another soldier scans through a
months-old New York newspaper to
see what the Redskins are doing.
There's a large bookcase lined with
detective and western stories.

So it goes until the Red Cross Train
Mobile Theater pulls out of this tiny
station and moves on. The G. I.'s
know the exact time they will arrive
at the next station for, of course,
being railroad men, they've telegraphed
ahead. The fellows are right on deck
when that train pulls in.

Night may have fallen over the
desert by this time. Bud Abbott pre-
pares the "little theater" for a show-
ing of "Madame Curie."

The caboose which these girls call
home sweet home is attached to the

Veteran Headquarters Matron, Retiring, Gets Gifts



Mrs. Emma Gieseke, Matron of Women's Lunch Room, 466 Lexington Avenue,
New York City, receives a cash gift from her many friends, a few of whom are
shown surrounding her, upon her retirement, November 30, after 39 years of
service. The check is being presented by Miss Arthene Nickerson, right, Di-
rector of Women's Activities, Manhattan Athletic Association. Mrs. Gieseke
began as Matron in the Lunch Room in Grand Central Terminal in 1913, then
shifted to 452 Lexington Avenue until the General Offices were completed in
1919 at 466 Lexington Avenue.

Rail Fans Visitors to Urbana Shops

The Illini Railroad Club of Urbana, Ill., recently visited the Peoria & Eastern Shops of the New York Central in that city, as guests of A. M. Armer, Master Mechanic and H. C. McFarland, General Foreman.

They watched operations in the locomotive shop, car shop, round house and engine terminal.

After the visit, A. R. Wildhagen of the University of Illinois, a member, wrote: "I know that everyone present that night has a much better understanding of what the New York Central is doing here and means to the community."

Toledo Man Raises Minks as Hobby

Mink raising is the unusual, and paying, hobby of H. W. Lacy, New York Central Engineer on the Toledo Division.

From 29 males and 95 females, he got 89 litters and 407 "babies."

Raised for other breeders and the fur-bearing trade, their diet consists of cereals, fish and horse meat.

Gibson Man in India

According to an item in a recent issue of *CBI Roundup*, a service paper published in New Delhi, India, a copy of which was recently received by Joe Bicanic, Car Repairer at Gibson Car Shop, his son, Staff Sergt. John Bicanic, himself a former employe at Gibson, is with a Railroad Battalion unit in India. He is assigned to a wheel changing detail and is also a member of the wrecking crew.

Soldier Brothers



Corporal Alfred Havens, at top, is overseas in the Third Army, under General Patton. His brother, Sergt. Jim Havens, is now with a railroad battalion overseas. Before entering service, Alfred was a fireman on the St. Louis Division and Jim was a brakeman. They are the sons of A. E. Havens, Engineman, Terre Haute.

Girl Bowler Has 200

The Bowling League of the Railway Business Women's Association of Cleveland got off to a good start with four teams. Helen Foote of the New York Central, associated with the Supervisor of Wage Schedules and Captain of one of the teams, recently had the highest score with a 200 game to her credit and a total of 483 pins in three games. Competition was still keen even though Captain Foote's team was ahead.

Youngstown Flier Gets Bronze Oak Leaf

15th AAF IN ITALY—Second Lieut. Joseph R. Walsh, Jr., 21, of Youngstown, Ohio, has been awarded the first Bronze Oak Leaf Cluster for the Air Medal, it was announced here.

A bombardier, Lieut. Walsh is stationed in Italy with a Liberator squadron which has been bombing Vienna, Steyr, Munich, Blechhammer and other German industrial centers.

He was employed by the New York Central before he enlisted with the Army Air Corps, January 29, 1943. He has flown 15 combat missions since his arrival in the Mediterranean theater.

Niagara Falls Busy in War—Looks to Post-War Travel and Trade



Without reflection, one might think of tourist Niagara Falls as an almost forgotten place, these war days. Quite to the contrary! War industry has made Niagara Falls outstanding in the military effort and travel and shipping to and from this important center is heavy. These New York Central people are doing their bit to keep the wheels moving with a weather eye to post-war tourist business. They say the "Falls will continue to run" and that the railroads will bring multitudes to this great tourist mecca. New York Central operating and traffic forces in the picture are:

Seated left to right: Jeane Campbell, Accountant; George O. Cannon, Ticket Agent; James E. Brennan, Trainmaster; Emil C. Korb, District Passenger Agent; L. J. (Roy) Ferrel, Freight Agent; J. E. (Lefty) Wilcox, General Yardmaster; James F. Glynn, Chief Clerk, Passenger Department, and Aileen R. Relbeck, Stenographer, Passenger Department.
Standing left to right: Ralph Reynolds, Red Cap; Harry S. Holcomb, Sergt. N. Y. C. Police; Ralph E. Johnson, General Car Foreman; James M. Ryan, Reservation Clerk; George E. Kew, Assistant Ticket Agent; Florence E. Doane, Accountant; Garfield C. Thomas, Ticket Seller; John H. Pemberthe, Chief Clerk, Freight Department; Walter L. Shaunessy, Baggage Agent; Donald B. Doane, Reservation Clerk; Mark L. VanAuker, Ticket Seller, and Homer Hooper, Red Cap.

M. C. Man's Son Loses Leg in War; Captured

Corp. Leo McKenzie, son of James McKenzie, Michigan Central Engineman, Niagara Falls, Ont., is in a hospital in England, the result of wounds sustained in the invasion of Normandy. McKenzie was taken prisoner by the Germans, and when the Allies entered Paris, was found in a hospital with his left leg amputated and other severe wounds. He joined the Armed Services about three years ago and went overseas in May.

Soldier Railroaders Commended in France

Major Gen. Frank S. Ross, Chief of Transportation, European area, recently commended all personnel and units of the Military Railway Service for their "excellent and noteworthy accomplishments in the recent assigned task of moving supplies to the forward armies." The commendation was sent to all railway units in France.

Recently when Technical Sergeant Warren G. Harding, Broadview, Montana, supply sergeant for a railway operating battalion in France, went to an ordnance depot to replace a worn-out jeep he prayed he would be fortunate to receive a new vehicle in exchange. While waiting for a new jeep to be given him, he went sightseeing and found one of the 3800 jeeps presented to the Army by the Brotherhood of Railroad Trainmen through the purchase of Bonds. The officer in charge gave him that jeep for sentimental reasons. A metal plaque on the right side of the vehicle identified it.

Two sergeants, electrical technicians of a shop battalion, recently restored the electrical system of the vital port of Cherbourg during an evening stroll. Master Sergeant Glen J. Cosatt, Parsons, Kansas, and Staff Sergeant Henry M. Carrigan, Albany, New York, were seeing the famous city when they bumped into two Colonels standing helplessly in front of the power unit. The boys volunteered their aid and quickly repaired the only power supply for the port installations, nearby hospital and arsenal, as well as the city.

Selkirk News

General Foreman J. A. Hayes, Selkirk Car Department, has been appointed Vice Chairman of Committee of Management, Selkirk YMCA.

Joseph Bonefide has received the Presidential Citation in England. His brothers, Tony and Frank, are in Italy.

Asst. Foreman Joseph Bills and Pipe Fitter Frank Glassbrenner recently became proud fathers.

Oiler Eddie Coan's brother was killed in action in France.

Selkirk now has an honor roll listing the names of our 78 employes in military service.

Gives Blood 16 Times



Edmund E. Ernst, New York Central patrolman, Cincinnati, has received a certificate of merit from the 37th Division, A. E. F. He has donated sixteen pints of blood to the Red Cross blood bank. Ernst has two brothers and a brother-in-law in the Armed Services. Note the little observer in the doorway.

Directs Xmas Party

Frances Kochenderfer, Stenographer in the SS & MM Office, Collinwood, was Chairman of the Christmas Party of the Railway Business Women's Association, held at the Hotel Cleveland, December 6.

Mongoose Is Pet



Fred J. Busch, Chief Boatswain's Mate, furloughed employe, sends from the Pacific area this picture of himself and his pet mongoose, Oscar. He says Oscar has traveled both the Atlantic and Pacific oceans and is the pet of all Busch's comrades.

Crecine Now Agent at Mackinaw City

Herbert Z. Galbraith, Agent, Mackinaw City, retired recently after 47 years of service with the Michigan Central Railroad as Traveling Relief Agent and Agent at Mackinaw City. W. H. Crecine has been appointed as Agent to replace Mr. Galbraith.

In France



Private Matthew Deak, former Auditor Passenger Accounts boy, is now serving in France.

U. S. Uniforms Worn by Japs on Peleliu

Somewhere in the Pacific (Delayed)—Jap soldiers in the U. S. camouflaged dungarees were just one of the obstacles encountered while fighting on Peleliu, according to Marine Pfc. Robert M. Collins, 21, of 32 Brook Street, Bergenfield, N. J., a furloughed New York Central switch tender.

"We saw this outfit, wearing camouflaged dungarees, setting up a machine gun on a ridge near our position. Someone in another outfit on a nearby ridge called over to them and asked what outfit they were in," said Collins.

"They answered with a burst from their gun, killing a couple of our men and wounding several. I was told later that they were Japs wearing clothing they had taken off dead Marines."

Private First Class Collins took part in the Guadalcanal and New Britain campaigns with the First Division.

"The terrain was much worse at Peleliu," he said, "and so were the landings. At Cape Gloucester my outfit hit the beach with very few casualties, but it was a different story at Peleliu. It was really rugged—mortar, machine gun, and rifle fire, and most everything else they could possibly throw at us.

"Also, those Japs were dug in the hills and rocks so well it was almost impossible to blow them out. We would blow out one side of the hill and they would come out the other. They must have had a complete network of caves and tunnels under the whole island."

Private First Class Collins attended Tenafly, N. J., High School. He later worked as a switch tender for the New York Central Railroad. He enlisted in January, 1942, and has been overseas 25 months.

His parents, Mr. and Mrs. William Collins, live in Bergenfield.

Windsor Man Killed

Word was received recently of the death of PO. J. O. Peltier, of the R.C.A.F., killed in action overseas. Mr. Peltier, before enlisting was employed as yard clerk at Windsor. His wife and infant son survive.

Employes of the New York Central at Windsor Yard purchased Bonds of Canada's Seventh Victory Loan to the extent of \$56,000.

The New York Central Smoke Fund Committee at Windsor Yard mailed 40 Christmas boxes to employes overseas.

Three more yard brakemen from Windsor have enlisted with the Armed Forces. N. R. Bedard joined the U. S. Navy; Henry H. Smith is with the Canadian Engineering Corps, and Homer Ouellette entered the Canadian Army.

No man could do more for the cause of freedom than Yardmaster J. J. Austin, who has three sons, his entire family, serving in His Majesty's Forces overseas. His second son, Flying Officer Justus Austin, recently was reported missing during operations over enemy territory.

Petty Officer L. A. Barr and Bernard Soullier of the RCAF were home on leave.

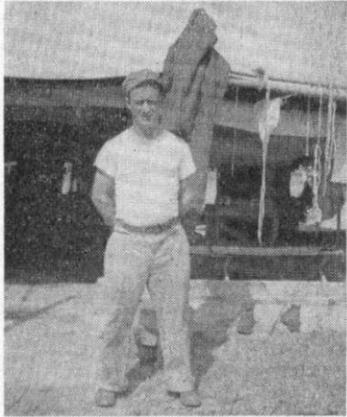
An interesting letter was received recently from Yard Brakeman Donald Fox of the RCAF, who was injured in an engagement over Italy. He is convalescing in a hospital in Sicily.

Canada Division Woman First to Retire

To Miss Frances Rudd, who retired November 1 after 29 years of service as Operator and Clerk at Windsor yard, Ontario, goes the distinction of being the first woman employe on the Canada Division to be pensioned.

Miss Rudd was guest of honor at a dinner tendered her by fellow employes at the Roseland Golf and Country Club. As a part of a well rounded program, enlivened by singing and dancing, addresses were made by T. L. Coughlin, Assistant Superintendent and J. W. McGowan, Trainmaster, with W. J. Johnstone as Master of Ceremonies. R. A. Drake, General Yardmaster, presented Miss Rudd with a purse.

One in India and One in New Caledonia



Here are shown Quartermaster Cecil H. Morton, at top, former New York Central Maintenance of Way worker in Indiana and for the past four years in the Armed Forces. With him is his brother, Sergeant Ellsworth M. Morton, in the Signal Branch of Lieut. Col. Karl F. Emmanuel's Railway Operating Battalion in India. He has been in military service two years. The boys' home is in Spades, Ind.

Seabee and Family



Henry E. Christopher, W.T. 3/c, shown here with his wife, Bette, and daughter, Sharon, is a furloughed fireman from the Hudson Division. At last reports he was with the Seabees in California, awaiting orders to go to the Pacific.

Fought in Pacific



W. J. Mulligan, Chief Storekeeper, U.S. Navy, a furloughed freight brakeman, Erie Division, recently returned to his home in Cleveland on furlough from a period of action in the Pacific. He received his Christmas gift from the Company safely.

Dougherty Talks at Columbus Relations Dinner

The first Public Relations Dinner at Columbus, Ohio, was held November 30 in the Central Y.M.C.A. Auditorium. Assistant General Manager E. A. Dougherty, the chief speaker, expressed great satisfaction in the progress being made in the Public Relations Program.

More than 130 New York Central men and women employes in the Columbus territory attended. Assistant Superintendent J. H. Spooner was toastmaster.

A fine musical program was given by a chorus of girls from the Columbus Offices under the direction of Virginia Logue of the Division Engineer's Office. The chorus girls were Ann Logue, Marilyn McPeck, Irmgard Modlich, Robena Fleming, Betty Dixon and Helen Smith. Genevieve Donohue thrilled the audience with her whistling solos.

In the absence of Superintendent J. J. Daley presentation of Certificates was made by George E. Roubush, Superintendent of the Columbus Schools. Certificates were presented to Group Leaders, and to a large group of employes who completed the Public Relations Course, which courses were held under the auspices of the Columbus Public Schools.

Remarks were made by H. M. Appleman, Director and R. O. Knight, Assistant Director of Vocational Training in the Columbus Schools. The tickets and program were furnished by the Board of Education, the printing being done in the schools.

The Columbus Group has established a permanent organization with the idea of further promoting good public relations between employes and the public and between the employes themselves. At this Dinner, the following were elected: President, Norbert Duckworth, Passenger Representative; Vice-President, W. D. Cristee of the Division Master Mechanic's office and Secretary and Treasurer, Mary V. Daley of the Superintendent's office. Arrangements are being made to hold either monthly or bi-monthly meetings.

Principal Cadwallader of Withrow High School, Cincinnati, was especially trained to carry on this work for the New York Central and was designated a conference leader in the State of Ohio. Mr. Cadwallader conducted conferences at Columbus during August training 14 group leaders. Nineteen officers participated in the stream-lined program of instruction given to the Supervision of the Ohio Central and Big Four at Columbus.

H. J. Mercier Heads Detroit Club

The Detroit Passenger Club recently elected H. J. Mercier, Passenger Representative, New York Central Railroad, President and C. E. Vekovius, New York Central, to the Board of Governors.

Charles Rommel Weds

Charles Rommel, local Storekeeper at the Car Shop, Suspension Bridge, M/U/. was married to Mrs. Minnie Ricker of Niagara Falls, recently. The couple took a wedding trip to Canada.

Killed in Italy



Private Morse A. Burfield, former Maintenance of Way worker on Sub-Division 27, Pennsylvania Division, at Clearfield, Pa., was killed in action in North Italy, September 19. He was the son of Alden Burfield of Olanta, Pa., also a Central employe.

Private Burfield, who had seen action also in North Africa, was 22. He had been in the service since October 13, 1943 and had been overseas since March 15, with Lieut. Gen. Mark Clark's Fifth Army. His wife, a daughter, two sisters and four brothers survive.

Four N.Y.C. Railroad Soldiers Now in India



These members of the 721st Railway Operating Battalion are, left to right, Pfc. Samuel F. Slade, Mohawk Division Brakeman, Utica, N. Y.; Private Charles E. Kunz, Mohawk Division Brakeman, Glennport, N. Y.; Corporal Edward L. Miller, River Division Engineman, Dumont, N. J.; Charles A. Kinney, Mohawk Division Fireman, Utica.

New Foreign Freight Appointments Made

The following appointments in the Foreign Freight Traffic Department were made December 1:

Neil R. McCormick to be Export and Import Agent;

Charles E. Lawrence to be Foreign Freight Traffic Representative;

John P. Brady to be Foreign Freight Traffic Representative;

Lewis H. Smith to be Office Assistant.

Frank J. Donovan to be Assistant Foreign Freight Agent.

All will have headquarters in the Produce Exchange Building, 2 Broadway, New York.

Engineman Gets Chair

William F. Gray, 40 years in engine service, on the Erie Division, recently retired and on his last run was met by a group of fellow employes at Hubbard, Ohio. On going to his home in Hubbard, Engineman Gray found a handsome chair which had been presented to him by his associates.

W. H. Lewis Honored As He Ends 40 Years' Work



William H. Lewis, Land and Tax Agent, New York City, who retired recently, was given a farewell luncheon by friends and co-workers, shown gathered about his desk. Mr. Lewis had more than 40 years of service, which began in 1904 in the Engineering Corps of the Maintenance of Way Department before he transferred to Land and Tax.

Dog Mascot "Boomer" is Urbana "Y" Member

The dog mascot, "Boomer," of Urbana, has been mentioned before. His exact breed is unknown, but from all appearances somewhere in his ancestral strain a fox terrier entered the picture.

"Boomer" is a good friend of all railroad employes around the Urbana, Illinois YMCA, adjoining the P. & E. shops, although he has a particular fondness for switchmen. He is never absent, and daily he rides the cabooses and engines in and around the yards.

He has never been known to violate a Safety rule in getting on or off cabooses or engines. The employes felt that such a good record should be rewarded with something more tangible than a pat on the head. Consequently they donated sufficient money to register, once again, "Boomer" as a paid member of the Railroad Y, which entitled "Boomer" to sleep on the floor.

Membership is only five dollars, but to show how "Boomer" rates, a total of \$6.70 was collected from sixty-seven employes. The surplus \$1.70 is to be used for an extra bone for "Boomer" now and then.

N.Y.C. Rail Soldiers Now in France



Shown are Pfc. James W. Kline, at left in top picture and his brother, Private W. G. Kline, sons of W. F. Kline, N.Y.C. Road Conductor, Syracuse. Both are in Railway Operating Battalions in France, where they have been for ten and five months respectively, working to get supplies to the men at the front. W. G. Kline was formerly a New York Central fireman and his brother was a road brakeman. At last reports, the boys had not yet met in France.

Indianapolis Man Brings Home Bacon

J. P. McGrath of the New York Central Railway Retired Employees' Association, Big Four District, Indianapolis, "brought home the bacon" for being the best dice shooter at a stag party for association members at the home of John E. Filcer.

The bacon, which weighed 8 1/4 pounds, was donated by Kingan & Co. The money made at the party was given to the American Red Cross.

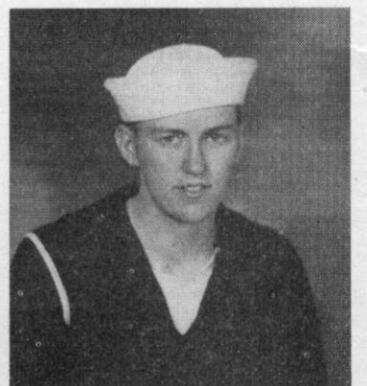
Robert Hollinger, 89, was one of the ardent participants in the game and said he hadn't had a set of dice in his hands for 60 years, since he had been too busy working for the railroad. Mr. Hollinger can remember hearing Abraham Lincoln deliver the Gettysburg address.

Cards and pool were played and a luncheon was served. Sandy Taylor, formerly chief clerk at the Brightwood and Beech Grove shops, was score-keeper.

Engineman Meyer Makes Last Run

Charles N. Meyer, 66, Engineman since 1903 and in passenger service since 1924, recently retired, at Elkhart. He had been in New York Central service since 1898.

N.Y.C. Navy Boy



Hiram W. Daugherty, G.M. 3/c, former employe, now more than 20 months in the Navy, is the son of Ray Daugherty, Bridge Foreman, 39 years with the Central. His brother Leroy is in the Coast Guard. Hiram has made trips to South America, Russia, Iceland and the British Isles.

Kankakee Engineman Ends Service of Almost 51 Years



Above is J. F. Leonard, with granddaughter, Diane Doud, and Fireman Russell Murray, in the cab of the locomotive on which Mr. Leonard made his last run, when he retired October 31, after service of 50 years, 7 months and 27 days. A group of relatives and associates greeted him. He was a pioneer railroader on the Illinois, Indiana, Iowa Railroad but had been running between Kankakee, Elkhart and Zering for 39 years. A trip to Texas and Mexico followed his retirement.

Diesels Help to Speed Iran Work

For nearly 19th months, a fleet of American Locomotive-General Electric diesel-electric locomotives has been speeding American lend-lease shipments of food and armaments to the U.S.S.R. over the single-track Trans-Iranian Railroad, which New York Central soldier-railroaders help to operate. Through desert heat and over rugged mountains where there are 220 tunnels in the 400 miles from the Gulf to Teheran, these locomotives, equipped with six motors and 1600-gallon fuel tanks, carry 900-ton loads on fast, nonstop schedules.

Two units are used to haul the heavy trains over the 1.4 per cent ruling grade of this tortuous run. When the 130-degree desert temperature reduces the crew, a single crew operates the two units in multiple. The Alco-G.E. units require no more than periodic inspection and normal maintenance. These needs are taken care of by natives, trained and supervised by former American railroaders, in khaki for the duration.

Before the war, there were two passenger trains a week operating on the line—the only railroad in Iran—and all traffic was controlled by a single-phone circuit between Teheran and the Gulf. If the "up" train was five hours late, the "down" train waited on the prescribed siding where they were to pass. Today there are daily express trains in both directions. This line, spanning Iran from the Gulf to the Caspian, carries more than half the load of Russian supplies across Iran. At the railroad dispatcher's office at any division point along the line, a staff of sergeants who learned the lingo of their business long before they sailed from the United States keep the diesel-electrics moving. American equipment—four-wheel-truck freight cars with automatic brakes; a complete telephone and teletype service for dispatching trains; half a dozen automobile-engine, all-weather inspection cars; and powerful headlights for the locomotives (they formerly ran without headlights)—is in evidence up and down the line.

The transport miracle in Persia is an accomplished fact.

Detroit Notes

Roland Mitzner, Timekeeper in Departmental Accountant's office, Detroit, is the proud father of Anna Marie, born recently.

Miss Margaret Bingham, Timekeeper, has announced her recent marriage and now is Mrs. Wiley Pruner.

George Crane, also Timekeeper, and an employe since March, 1910, died at his home after a short illness. Burial was in Cleveland.

Edward Buechner, Timekeeper, who has been employed by the company since August, 1901, has retired.

Five girls in the Departmental Accountant's office, Detroit, Ruth Andrus, Gladys Berger, Marie Dyar, Agnes Dempsey and Virginia Maheuser, are taking swimming lessons at the Y.W.C.A.

U. S. Railroaders in the South Pacific Area



Shown above are a group of American railroad men who include in their number New York Central furloughed workers. Left to right, they are: Corporal E. W. Porter (B. & O.); Corporal S. Pulvirent (D. L. & W.); Private H. Hall (S. P.); T/5 Jesse A. Boland (N. Y. C.); S/Sergt. R. W. Brown (M.C.); Private J. R. Love (M.C.); and T/3 P. H. Pyne (W. T.) Sergeant Brown invites letters from "the boys." His address is: S/Sergt. Robert W. Brown, No. 36520669, T.C. Base 7, A.P.O. 927, c/o P.M., San Francisco.

Tech. Sergt. Teeters To Become Lieutenant

WITH THE 37TH INFANTRY DIVISION, SOMEWHERE IN THE SOUTHWEST PACIFIC AREA—Coming up the hard way through two campaigns in the Solomon Island jungles, Technical Sergt. Joseph G. Teeters of Kenton, formerly employed as a New York Central section man, is due to return to the United States to attend the Infantry Officer Candidate School at Fort Benning, Ga.

The Kenton infantryman was selected for officer training on the basis of outstanding performance in the New Georgia and Bougainville campaigns. In his 26 months of overseas duty he also saw service in the Fiji and Russell Islands and on Guadalcanal.

Sergeant Teeters holds the Silver Star for gallantry in action on New Georgia, the Combat Infantryman Badge for exemplary conduct in combat and the Good Conduct Medal, and wears the American Defense and Asiatic-Pacific Theater ribbons.

Later—It is indirectly reported that Sergt. Teeter has been promoted to a Second Lieutenant and will not return to the States at this time.

Cleveland Man an Air Force Armorer

AT A 12TH AAF B-25 BASE—Cpl. Thomas J. McDonough, 35, of Cleveland, Ohio, is the aircraft armorer assigned to *Mission Completed*, a B-25 Mitchell bomber of the 12th Air Force, which has been attacking targets in the German controlled Italy.

"Among other things, armorers are supposed to clean machine guns and reload them," said Corporal McDonough, "but in the last few weeks the German air force has given our gunners little to do. The 'Jerries' have learned to respect those babies," the corporal added.

Overseas with his squadron for approximately 18 months, Corporal McDonough served with his squadron throughout the Tunisian and Sicilian campaigns, where they were in direct support of the British 8th Army and the American 7th Army. For the excellent performance of the group in those campaigns, the organization was cited recently by the War Department.

An Alumnus of St. Joseph's School, Corporal McDonough was employed by the New York Central Railroad. His sister, Miss Agnes McDonough, resides at 1770 Collamer Rd., East Cleveland.

More Groups Send Office News Overseas

A considerable number of New York Central groups are sending mimeographed bulletins monthly to men in military and naval service from their offices.

Among the groups doing this are those at Grand Central Terminal, Linndale Roundhouse and four girls, Betty Bentley, Dorothy Cavanagh, Elizabeth Christie and Marion Hassett of the tenth floor, General Office Building, 466 Lexington Avenue, New York. All these bulletins stress personal items about the former associates of the men in service. Reports from overseas indicate they get a warm reception.

St. Louis Foreman Aye Dinner Guest

Charles Aye, Passenger Car Foreman at St. Louis, who retired November 1 after forty-five years' service, was the guest of honor at a dinner given in the Hotel U. S. Grant, Mattoon, recently.

Mr. Aye began railroading in 1899 in the Passenger Coach Shop at Mattoon. He was made Assistant Foreman at Mattoon in 1906 and in 1907 was transferred to St. Louis as Passenger Car Foreman.

L. C. Geisel of Indianapolis presented Mr. Aye with a remembrance from the group and offered him its congratulations.

Safety is War Asset

Linndale Man



Milton J. Price, PHM 1/c, recently returned from 27 months on the Atlantic and during his 20-day leave visited his home in Olmstead Fall, Ohio, and the Linndale Roundhouse near Cleveland, where he was employed by the Central before entering the Navy. He is now training for amphibious service and expects to go to the Pacific area. He said he hoped that when he returned to Linndale he would get a chance to assist at the First Aid Station, as he has been trained for such work.

L. C. Hood, Kankakee Veteran, Honored at Dinner



Lawson C. Hood, Chief Clerk, Kankakee Freight Office, who retired October 31—his 70th birthday, after more than a half century of railroad service, was the guest of honor at a dinner in the Kankakee Hotel, November 2.

Approximately 80 were present. Guests from Chicago included J. W. Crowley, Assistant Superintendent, J. L. Sorenson, Trainmaster, and S. W. Spencer, in Charge of Public Relations training. W. A. Kraus, General Agent, Kankakee, was Toastmaster, and arrangements were by

Coxswain Paul Clucas of the Sea-shrapnel in my right arm, but am coming along O.K. After I was wounded I walked two miles to the hospital and carried five rifles, so you can see I'm in good shape. Had a few exciting moments during the campaign and lost some good boys out of my platoon . . . (censored) . . . Had quite a few close calls, but am doing fine."

Infantry Lieut. J. F. Seck, the Nips' nemesis from the A.P.A. office is temporarily out of action for awhile, due to wounds received in the Philippines. He writes, "I have been in combat in the Philippines and at present am on my way back to New Guinea on a hospital ship. I managed to get some

"Hero of the Day"



Above is shown Pfc. Lewis H. Rose, Conneaut, Ohio, son of Henry J. Rose, New York Central Crossingman at Conneaut. Pfc. Rose has three brothers in service, one of whom recently received the Purple Heart Medal. Lewis Rose distinguished himself on D-Day in Southern France, when he mounted a wall behind which was a German machine gun nest and from its top made a one-man attack with his own machine gun.

The employees of the Auditor Passenger Accounts Office, Detroit, conducted a successful bowling party at the Palace-Dix Recreation November 4. Twenty teams composed of four girls and one man each, participated, with prizes being awarded to the first nine teams, and to the last team. The team made up of Joe Porach, Marilyn Wilson, Mary Leith, Alfreda Tagai and Grace Smith, rolled the highest three game total (including their handicap) of 1953. Refreshments were served and piano music was furnished by Frank Klanke, Marilyn Wilson, Pete Napolitano and Helen Beard, while others danced.

The party again brought to the fore the athletic prowess of Dorothy Murton, who in addition to being a star golfer, carries a bowling average of 165.

William May, Timekeeper in the Departmental Accountant's office, an employe since July, 1919, resigned to join a firm in Chicago, his former home.

To Pte. Mary M. Leonard of the CWAC goes the distinction of being the first girl in military service from the A.P.A. Office to go overseas. Singing in the "No. 1 Canadian Army Show" she has now been in England since mid October.

Big Four Vets Meet

Sixteen new members of the New York Central Retired Railway Employes Association, Big Four district, were introduced at a stag luncheon of the association recently in the Indianapolis Liederkrantz.

Entertainment was furnished by Arthur Temmeresfield, pianist; Sandy Taylor, harmonica, and Gottlieb Gisler, vocalist.

The arrangements committee was headed by John E. Filcer.

Barmeier a Lieutenant

Charles F. Barmeier, Electrician, St. Louis Car Department, who entered the Army about a year ago has received his commission as Second Lieutenant in the Transportation Corps. He recently enjoyed a brief leave and visited his mother and friends enroute to his new assignment.

B. & A. Man's Son Trains in Wyoming

Private Robert W. Wodell, son of Yard Brakeman J. C. Wodell of West Springfield, Mass., Locomotive Fireman on the Boston & Albany prior to entering the Armed Forces, is at Fort Francis E. Warren, Wyo. A letter from him indicates he gains in weight every day.

Utica Air Doctor Gives Plasma in South Pacific



Capt. Nicholas S. Peters, former Maintenance of Way employe at Utica and now Chief Flight Surgeon of an Attack Unit, Fifth Air Force, is shown giving blood plasma to a wounded man at his base in the Southwest Pacific. Captain Peters is a son of Section Foreman Dominick Peters of Utica and formerly worked summers on the track. His brother, Frank Peters, Secretary-Treasurer of Liberty Lodge 882 B.M.W.E., is an extra gang foreman for the Central at Utica. Captain Peters received his medical degree from Georgetown University in 1941 and entered the Army Air Force in July, 1942. After graduating from the School of Aviation Medicine he received his flight surgeon wings in November, 1942. On graduating from the School of Tropical Medicine, in Brisbane, Australia, he was assigned to the Fifth Air Force. He has flown on combat missions over Lae, Wewak, Biak and Western Dutch New Guinea. His outfit won the Presidential Citation for helping to stop the Japanese advance near Port Moresby.

Selkirk Oiler is Killed in Holland

Jan T. Markos formerly employed at Selkirk as an Oiler, entered the Army and was killed in action September 23, in Holland. He was a member of the armed parachute infantry and had been overseas six months.

Reno R. Giacomi, Selkirk Inspector & Repairer, is a prisoner in Germany.

The Selkirk Car Department contributed over \$550 to the Albany War Chest Drive.

Over 50 Selkirk men and women are giving to the Red Cross Blood Bank.

Caspar H. Stang Jr., former Clerk, is with the Army in France.

Theodore Pebler former Car Repairer, is now with the Army in a Railroad Battalion, at Camp Robinson, Little Rock, Arkansas. He paid the boys at Selkirk a visit.

Patrick Corbett, Laborer, recently died.

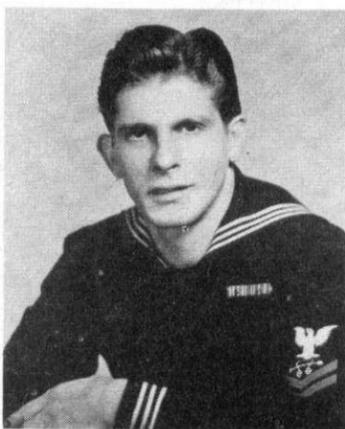
Dedicates Bomb to P. & L.E. Group

Sergt. Arthur W. Benton, former Electrician Helper with the P. & L.E. at Pittsburgh, has written his father, an Electrician with the P. & L.E., requesting him to inform the gang with whom he worked that there was dropped on the Japs a bomb on which was written "To Tojo with Love, from the Electrical Gang of the P. & L.E. R.R."

Sergt. Benton is a Gunner of the Ninth Bomber Squadron, 462d Bomb Group, operating from a B-29 base in India. He reports "It got so cold one night we had to put on two blankets; the temperature dropped to 105 degrees."

Benton has written that he received the pen and pencil set distributed by the New York Central System for Christmas and that it is very useful.

Holstein Is Cited



Lawrence T. Holstein, Soundman, U.S.N.R., has received the following Citation:

"For outstanding performance of duty as leading soundman of U.S.S. Ahrens during the action subsequent to the torpedoing of U.S.S. Black Island on 29 May, 1944.

"Upon receiving the first echo from the submerged submarine, Holstein, by careful and intelligent work, and by excellent cooperation with the other two members of the sound team, gave extremely accurate information to the Anti-submarine Officer, thereby enabling that officer to give the necessary information to the U.S.S. Elmore which resulted in the destruction of the enemy submarine. Due to the fact that the Ahrens was recovering a large number of survivors at the time there was a certain amount of distraction in the vicinity of the sound hut, but by extreme concentration and attention, Holstein kept constant contact, and performed his duty in accordance with the highest naval tradition."

Larry is the son of Police Lieutenant Holstein and was employed in the office of the General Superintendent of Motive Power and Rolling Stock, New York. He enlisted soon after Pearl Harbor.

After boot training at Sampson he attended Sound School and upon graduating received his Petty Officer rating, since then being promoted to Leading Soundman with a rating of Petty Officer 1/C.

Buffalo Woman Has Busy Job Handling Cars in 175 Trains Daily



Miss Veronica Barry at her desk in Buffalo Central Terminal.

FOR many years no piece of passenger equipment has run the gauntlet east or west through Buffalo over New York Central tracks without Miss Veronica Barry knowing about it. As Report Clerk in the Station Master's Office at Buffalo Central Terminal, Miss Barry daily gives a nod of "hello" to every passenger car of any description in her territory.

She sits between a typewriter and a telephone at a desk covered with files of report sheets, on which are entered the numbers of all cars in the daily average of 175 trains through Buffalo. Of these she makes up the consist of 35 daily trains originating at Buffalo, plus trains out of Suspension Bridge and special troop trains.

Immediately upon arriving at her desk at 7 a.m. she checks over all wires and reports which came in overnight, recording the numbers of all air-conditioned coaches in and out and the trains in which they rolled.

The equipment in all military trains which passed through during the night is also checked. Then the first report is sent to New York by 9 a.m., notifying the Manager of Passenger Transportation there of the equipment arriving.

In her next report to the Manager she notifies him of air-conditioned coaches lined-up for trains arriving later in the day, also furnishing him with a list of cars on hand at Buffalo and in that territory. This report is a necessity to his office in making up the trains to be dispatched from New York.

When she quits her desk at 3 p.m. she leaves behind a business sheet for the Night Yardmaster. This sheet informs him of all special service and notices up to 7 a.m. of the following morning, including what to do with special cars and how to handle military moves due to come up during his hours.

Such is the main outline of Miss Barry's daily work; but it by no means fills in the complete picture. For example:

To Cleveland, Detroit and Chicago she forwards the numbers of cars west-bound in a manner similar to her report to New York. She holds a daily yard check of cars at Buffalo and notifies the Pullman Company and the Pennsylvania Railroad of cars they have at hand so that they can give instructions as to what they want done with them.

Miss Barry wires a report to New York on all express cars to and from foreign roads; also reports to Superintendent, Car Service, at Buffalo, on all equipment of foreign roads that the New York Central delivers to at that point—the Lehigh, D. L. & W., P.R.R., Erie, Nickel Plate and B. & O.

She also lines up the coaches for the daily trains of the Toronto, Hamilton & Buffalo out of the Terminal and handles by phone all the special moves that arise during the day.

Important as this job is in peace time, it is especially important today, when every effort of railroaders is

bent to "keep 'em rolling" and no car should be permitted to doze on a yard track.

Miss Barry's quiet efficiency—always genial, never ruffled—comes partly from heredity and the rest from experience. Her father was a Car Foreman on the Erie at Buffalo for 45 years, and two brothers were Car Inspectors on other roads. She entered New York Central service October 1, 1917, as Interchange Clerk and in 1923 was appointed to her present position.

Incidentally, Miss Barry, who maintains a home with a sister in Buffalo, is a good cook.

Now a Corporal



Corp. I. Ross McNiece of the Auditor Passenger Accounts Office, Detroit, is now overseas in the European area. Above picture was taken before his promotion to Corporal.

T. B. Beales, former Victoria, Ont., yard checker, has been promoted to Sergeant in the R.C.A.F.

In Belgium



George T. McLoughlin, Jr., formerly a switch operator and brakeman in the Troy Yard, has served in England and went to France on D-Day. He is with an Army Postal Unit. While working in Troy he attended Sienna College and was graduated with a B.A. degree.

Liked Treatment of Railroad Trainees

R. E. Dougherty, Vice President, Improvements and Development, recently received from Major R. M. Montgomery, Acting Director Railway Training, the following letter:

"This letter is written to express the sincere appreciation of the undersigned and all concerned for the very fine treatment accorded the members of Companies "D" and "B" of the 746th Railway Operating Battalion while taking technical training on the New York Central Railroad.

"Especially appreciated were the quarters and mess furnished in the Y.M.C.A., (New York, G. C. T. Branch) which, it is understood, were only available by reason of your personal efforts in behalf of the men involved.

"The fine co-operation and assistance rendered by both officials and employees of the New York Central System and the Y.M.C.A. will long be remembered by this organization."

small groups at isolated stations was a tough assignment, but Lieut. Carver and his mess crews managed to serve hot meals whenever needed.

The worst problem was feeding transients, he noted. Men who had eaten nothing but K and C rations for days flocked into newly set up kitchens. This resulted in an over-drawing of normal rations, but everyone was fed.

With the New York Central Railroad in civilian life, the Lieutenant makes his home in Bucyrus, Ohio.

An Army Interpreter

WITH THE U. S. ARMY FORCES IN FRANCE — Lieut. Andrew G. Wathier, of Oneonta, N. Y., a Railway Shop Battalion man, is proving invaluable as interpreter for his unit "somewhere in France."

Besides expressing the intentions and desires of his outfit in French, Lieut. Wathier, a Frenchman by birth, is working with his battalion in the maintenance of heavy rolling stock.

Lieut. Wathier is a furloughed New York Central employe.

Flannery Lectures

T. V. Flannery, Clerk, Office of Master Mechanic, Albany, N. Y., who is an authority on the early history of the Mohawk & Hudson Railroad, pioneer unit of the System, read a paper on his research before the Railroadians of America at their monthly session, December 8, in the Pennsylvania Station, New York City.

Worcester Men Finish Public Relations Course



The Supervisors of the Worcester Territory recently completed the Public Relations Course, under the direction of John Shea of the Massachusetts Department of Education. Standing rear, left to right: Kenneth L. Guyton, Traveling Freight Agent; Harold M. Smith, District Passenger Agent; George L. Griffiths, Chief Clerk, Freight House; George L. McKenna, Supervisor of Track. Sitting, rear row: Edward F. Kennedy, Freight Agent; Charles F. Richards, Supervisor, B. & B.; L. T. Garling, Trainmaster; W. C. Williams, Chief Clerk, Ticket Office; W. H. Naylor, Division Freight Agent; Mary E. Meegan, Chief Clerk to DPA. Sitting, second row from rear: Frank Ericson, Baggage Agent; Sergt. Arthur Duffy, Police; Guy A. Santom, Station Master; Thomas O'Connor, Assistant Station Master. Sitting, front row: John Laconto, Assistant Supervisor of Track; J. L. E. Dufily, Agent, Westboro; John Shea (at table); Julia D. Mahoney, Assistant to Trainmaster; Thomas Pepper, Chief Car Inspector; Wilbur Loomer, Engine Dispatcher.

Penna Division Man



EIGHTH AIR FORCE SERVICE COMMAND STATION, ENGLAND—Private First Class Charles A. Morrow, Wellsboro, Pennsylvania, is a military policeman at this major strategic air depot, where battle damaged bombers are repaired and maintained for missions against the enemy. Private Morrow assists in the defense of the station, regulating traffic, and numerous other military police duties. Son of Mrs. Charles A. Morrow, R.F.D. No. 4, Wellsboro, Penn., he attended the Wellsboro high school and was employed by the New York Central Railroad prior to entering the service at New Cumberland, Pa., in March, 1943. Private Morrow has been overseas since August, 1943.

West Albany Shop Groups Welcome "Y"

Today, through the cooperation of K. A. Borntrager, Superintendent, Mohawk Division, I. W. Martin, Superintendent, Motive Power Department at West Albany, and C. A. Mendler, Superintendent of the Car Department, West Albany, the New York Central Shop men and their families in the west end, again have a Railroad Y.M.C.A.

Since the opening night, Septem-

Supervisory Training Class in the Accounting Department, New York



Standing, left to right, E. W. Arnold, Jr., Depreciation Accountant; H. G. Peter, Engineer Accountant; W. Friend, Head Disbursement Clerk; E. J. Kalmorgen, Special Accountant; H. M. Rose, Assistant Head Bookkeeper; G. H. Stecher, Head Clerk; J. H. West, Accountant; J. J. Fay, Jr., Head Bookkeeper; F. D. Martin, Tax Accountant; A. L. Mann and N. J. Gallo, New York State Education Department; J. P. Mason, Clerk; L. M. Berkey, Chief Clerk; J. Fitting, Chief Clerk; H. L. Porter, Special Accountant; H. D. Guile, Office Assistant to Comptroller; R. E. Patterson, Head Clerk; W. French, Clerk; H. R. Stoughton, Accountant and E. G. Gottschalk, Statistical Accountant. Seated, left to right, R. D. Murray, Assistant to Auditor of Disbursements; T. C. Davis, Assistant to Comptroller; M. A. Ward, Secretary; C. W. Kingsley, Capital Expenditure Accountant; A. Haug, Assistant Comptroller; L. W. Horning, Vice President, Personnel; E. A. Clancy, Comptroller; G. H. Albach, Assistant Comptroller; R. R. Richards, Auditor of Disbursements; W. F. Brownell, District Station Accountant; E. W. Kinsley, Office Assistant to Assistant Comptroller and J. G. Castle, Assistant to Vice President, Personnel.

Harmon Captain



Capt. John Rinaldi, furloughed Machinist Helper at Harmon, N. Y., Engine House, has established an enviable record in the Army Air Forces since he entered the service as a Private February 2, 1942. He is now with the Air Ferry Command.

In two years he rose steadily in rank as Corporal, Sergeant, Staff Sergeant, Second Lieut., First Lieut. and Captain, which latest commission he received September 12. Capt. Rinaldi has another brother in the Armed Forces in England. A second brother, Anthony, was killed in action in New Guinea. He lived with his parents at 67 Main Street, Poughkeepsie, N. Y.

Traffic Rate Clerk Class, New York



Left to right, Marie L. Brundage, Emilie M. Molloy, K. Beetson, W. C. Morrison, F. J. Batton (rear left), Clifford F. Elmore, D. R. Risher, J. Castry, Richard Reilly, J. L. Muckenhoupt, Leader (standing), Daniel H. Sanders, Jr., Donald J. Wyman, W. S. Haverkamp, J. D. Townsend, John F. Farley and Mary S. Bednar.

training in shorthand and typewriting in the company's office building. This training was arranged in cooperation with the New York City Board of Education. Teachers from the Straubmuller Textile High School in New York are conducting the course. A group of employes taking training in typewriting is shown.

Two groups of employes at New York are taking training in a traffic rate clerk course. This training was also arranged in cooperation with the New York City Board of Education and Mr. John L. Muckenhoupt, Perishable Agent of the New York Central System, who has had years of experience in railroad freight traffic matters, is the leader of each group.

ber 29, which was attended by over 400 men, women and children, with dancing, movies, games, and refreshments, a constructive program has been carried out.

Classes are being held for shop men and children in first aid, public speaking, and public relations, under the supervision of Clarence Palmer, "Y" Secretary. Classes for children are also held in model airplane building, rug making, and hiking.

A "Family Night" is held once a month. Community singing, movies, card games, and old fashioned dances are on the program. It is all reminiscent of entertainment years ago and is welcomed by adults and children alike as relief from these trying times.

A Teen-Age Canteen has also been inaugurated with a weekly Saturday dance run for boys and girls 15 to 19.

Lockers, showers, library and cafeteria, will soon be available.

New York Central is Expanding Its Employe Training Program

THOUSANDS of New York Central employes are now enrolled in the course in public relations training. A group of twenty-five Red Caps in Grand Central Terminal was photographed recently just prior to convening of the third session of the course. The photograph and the names of the Red Caps are shown on this page.

The purpose of this course is to impress upon employes the importance of giving courteous and efficient service in an effort to cultivate the friendship of the thousands of people who are now riding on the railroads for the first time, and likewise the shippers who are now shipping by rail but who might otherwise ship by truck or waterway.

This training is available to all New York Central employes, regardless of their position, as every railroad man and woman can practice and should practice good public relations. The training is being conducted under the guidance of the State Departments of Education in the eleven States through which the New York Central operates. E. A. Clancy, Comptroller, New York Central System, recently announced the organization of a training program for supervisors in the Accounting Department. The program is now being conducted at New York, and if successful, will be extended to other branches of the Accounting Department.

L. W. Horning, Vice President, Personnel, was present at the first session and outlined the advantages to employes of participation in the various training programs now being conducted on the System. Arthur L. Mann, Chief, Bureau of Industrial Service, New York State Education Department, has trained twenty-two supervisors at New York, who in turn will conduct the training for the balance of the supervisors in the Accounting Department. The subjects covered in the course are: the worker and his job, the supervisor, opportunities (promotion — advancement — understudies), inducting the new employe, discipline, grievances, planning, the union agreement, orders, cooperation and leadership. The photograph shown on this page was taken just prior to the first session of the course.

Approximately 200 of the younger employes at New York are taking

Beech Grove Freight Shop News

D. E. Stevens, Carman Apprentice, has enlisted in the U. S. Navy Air Corps, stationed in Jacksonville, Florida.

Pvt. J. E. Brouwer, former Carman Helper, and S 2/C H. H. Phillips visited the Shops during recent furloughs.

Pvts. C. J. King, former Blacksmith and S. L. Choat, former Laborer, have received honorable discharges from the Army and returned to their former positions.

Elephants Used by 721st, says Capt. Ernst

Capt. V. L. Ernst of the 721st Operating Railway Battalion in India, has been sending some interesting material about the experiences of his outfit. Vic was with the Division Engineer's office at Springfield, Ohio. He was also a Headlight correspondent for the Ohio division.

In a publication he sends, called "C.B.I. Roundup," appears an article about railroading in India. It contains several stories that sound pretty "tall" but Vic says they are true. It tells of calling elephants out of the jungle and using them for switching in the yards. It also tells of cobras and tigers encountered by these former Midwest railroaders.

When Capt. Ernst returns he will make the acquaintance of his son, Gregory Ignatius, born July 4, 1944.

G.C.T. Credit Union

The annual meeting of members of the Grand Central Terminal Employes Federal Credit Union will take place in the Conference Room, 5930, on the fifth floor of Grand Central Terminal, Tuesday, January 16, at 6 pm.

It is urgent that all members make an effort to attend this meeting. The declaration of dividends and the election of officers will come at this meeting.

Class Training in Typewriting, New York



Left row, left to right, Gerda Mahncke, J. W. O'Neil, Palma Gervasi, Marion Kiely, Edward J. Szabo, Nora Erb, Mary Terry and Mrs. Elise E. Murray, Teacher (standing). Center row, right to left, Ruth Oberlander, Dorothy Strauss, Edward Burns, James V. Giangrasso, Virginia R. Creighton and Jane Gould. Right row, right to left, Peggy Gibbons, Carl Lange, Elizabeth R. Barrett and Muriel McVicker.

Six Gold Stars on Ohio Division Roll

The Locomotive Department of the Ohio Division now has six gold stars in its service flag. The six former employes who have made the supreme sacrifice are as follows:

Clarence Edgar Carel, born March 3, 1923. Machinist Apprentice, Bellefontaine. Son of General Foreman W. H. Carel, Bellefontaine. Killed on European Front, November 27, 1943. Employed May 31, 1942. Inducted January 21, 1943.

Robert Joseph Devine, born January 11, 1919. Machinist Apprentice, Bellefontaine. Son of Edward Devine, Machinist, Bellefontaine. Killed on Pacific Ocean, June 8, 1944. Employed November 5, 1940. Inducted into Navy October 8, 1942.

Ernest Dingman, born March 29, 1923. Machinist Apprentice, Sharonville, Ohio. Killed on European Front, November 26, 1943. Son of J. O. Dingman, Cellar Packer, Sharonville, Ohio. Employed May 20, 1942. Inducted January 6, 1943.

Donald Leroy Hurley, born July 10, 1919. Machinist Helper, Bellefontaine. Killed at Harleston, England, by bomb explosion July 15, 1944. Son-in-law

of Lee Vance, Boilermaker, Bellefontaine. Employed September 21, 1941. Inducted December 21, 1942.

John Michael Ohns, born April 1, 1922. Machinist Apprentice, Bellefontaine. Son of L. T. Ohns, Machinist, Bellefontaine. Killed in North Africa July 28, 1943. Employed June 5, 1941. Inducted December 15, 1942.

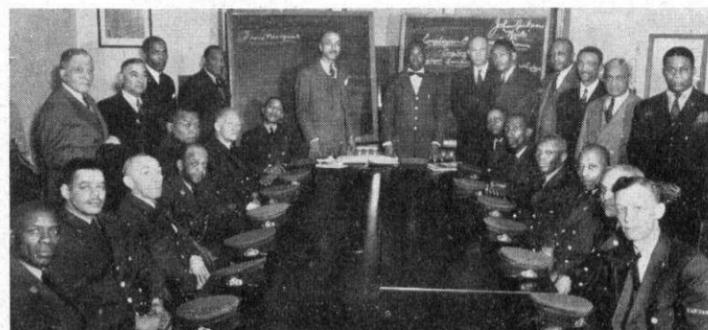
James Edward Hoey, born June 10, 1923. Machinist Apprentice, Bellefontaine. Son of J. E. Hoey, Day Engine-house Foreman, Bellefontaine. Killed in Romania, July 3, 1944. Hired June 11, 1941. Inducted January 24, 1943.

Two New York Girls Are Recent Brides

Margaret A. Robertson, clerk in the Auditor of Disbursements office, was married November 22, at Our Lady of the Rosary Church, Yonkers, to Sergt. Gerard Hart. Sergt. Hart was wounded while fighting in Italy, and is now receiving treatment at the Wakeman General Hospital, Camp Atterbury, Ind.

Millicent E. Phillips, clerk in the Auditor of Disbursements office, was married December 28 to Alexander Lindsay of Yonkers. The bride-to-be was given a shower at the Hotel Victoria by thirty three girls of the office and was presented with gifts of silver.

Public Relations Class of Red Caps, New York



Seated, left to right, Joseph Pinkney, Vernard Wilkerson, Albert Pearson, George Payne, T. A. Nealy, Clarence Johnson, Joe Blood, Joseph N. Cox, Walter Matthews, Walter Sams, William Davenport, Lloyd King and Henry Styles. Standing, left to right, Robert Jordan, Albert Foster, Clyde McKethan, Abraham Felder, John P. Nickens and Thomas A. French, Group Leaders, Porter Adair, Sandy Johnson, Joseph Johnson, Robert Ward, Robert Phoenix and Thomas Macon.

**New and Old T & T
Chiefs at Detroit**



At top is shown Samuel L. Van Akin, who recently retired as Joint Superintendent of Telegraph and Telephone at Detroit, after 54 years' service. At bottom is C. E. Baxter, his successor.

**150 Hear Sir Norman
Angell Talk on Peace**

Sir Norman Angell, former member of the English Parliament, author, lecturer, and a winner of the Nobel Peace Prize, addressed a meeting of the Public Affairs Committee of the Railroad Branch, Y.M.C.A., December 6, at 466 Lexington Avenue, New York City.

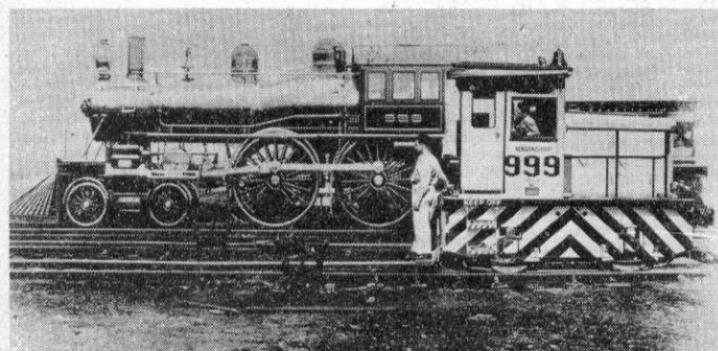
Discussing the topic, "Peace—How to Have It in Our Time," Mr. Angell reviewed some of the reasons why the Allied nations lost the peace after the last war, although they won military victory. Expressing hope that the United Nations of today would not again lose the peace after military victory, he stressed the importance of cooperation among the major powers and said that world peace is their joint responsibility.

After a buffet luncheon served by the "Y," the meeting was opened by Committee Chairman, R. E. Walworth, Special Engineer, Land & Tax Department, and turned over to J. Aronson, Vice President, Law, who introduced Mr. Angell. An audience of nearly 150 employes attended the meeting.

Bracy in Cited Unit

Private Arthur E. Bracy, of Detroit, is a member of a Headquarters Unit at an advanced depot area in France. This unit recently was cited for high esprit de corps, discipline and efficiency by the commander of the Ninth Air Force Service Command. Private Bracy is a furloughed ticket seller of the New York Central.

**California Shipyard Diesel Named for
Famous Old 999**



Here is one of the Diesel electric yard dinkys of the Marinship Corporation, Sausalito, California, which is named for the locomotive which hauled the Empire State Express in 1893, when it made a record of 112.5 miles an hour. It is posed beside the old 999.

STAY ALIVE IN '45

A slogan will not within itself stop accidents, but it may cause us to think.

If it does this, you will "Stay Alive in '45".

Failure to think, failure to keep your mind on your personal safety is largely responsible for accidents. Through such action, we fail to watch our step; we fail to look out for approaching trains, engines or cars; we fail to have a firm grip and secure footing on the side ladder or on other equipment; we fail to be on guard against ground or side obstructions. We fail in many other respects to follow the safe procedure by obeying the rules designed for our protection and as a consequence death or serious injuries result.

Thus we ask you to make this not only your slogan but your determination: "STAY ALIVE IN '45"

CHAS. E. HILL, General Safety Agent

**C. U. T. Man Saw
Service in Invasion**

The Cleveland Union Terminal reports:

Bob Pinkerton, PhM1c, Navy Amphibious Group, who was attached to the control ship on the invasion of Normandy and was off that coast from June until November, recently returned home for reassignment. He had a ring side seat at the performance on the Normandy Beachhead and had a number of narrow escapes.

Corp. John G. Kling, B-24 ball turret gunner in the Army Air Corps, completed his advance training, and is now on his way to operations. He managed to get one day home in between assignments.

Power Supervisor Joe Mann's son Joseph was home recently on furlough. He is attached to the motorized artillery. Roger Reed, son of Power Supvr. C. C. Reed, was also home recently on leave from a Glider Infantry unit. C. F. Higgin's oldest son Rolland is now in France with the Infantry.

Lineman Fred Walter's son, Clarence, was through a number of battles in the Pacific and wrote recently that he had been "through Hell and high water and blood up to his ears."

Chicago Freight Notes

The Freight Traffic Department, Chicago, reports:

Word has been received of the promotion, to a majority, of Fred W. Grell, who was Traveling Freight Agent, Denver, prior to his enlistment in August, 1942. Major Grell is stationed in Naples, Italy.

Corp. R. G. Kerstein, who was in military service for two years, has received an honorable discharge as the result of injuries received in an accident while in a camp in Texas. He returned to work with the New York Central January 1, making him one of the first to return to the General Freight Agent's office, Chicago.

Otto F. Ripple, Jr., son of Traveling Freight Agent, Freight Traffic Department, Chicago, was with a Company, which was cut off several days, without food and water, in Germany. Otto, who was wounded in the action, is in a hospital in Paris.

Buy a Bond and Hold It!

**Victory Garden Award
Made to N. Y. Central**

The New York Central last month was awarded the National Victory Garden Institute Plaque, in recognition of its work for the encouragement of Victory gardens and home food preservation.

This is the highest award of the Institute, which last year awarded a similar plaque.

McMahon in New Post

Effective December 1, M. W. McMahon was appointed Locomotive Appliances Inspector, with headquarters at New York, by W. H. Flynn, General Superintendent, Motive Power and Rolling Stock.

Wins Air Medal



Second Lieut. Roy R. Rocconi, 35 Ludington Street, Buffalo, N. Y., Navigator on a B-24 Liberator Bomber, has been awarded the Air Medal for "Meritorious achievement in aerial flight while participating in sustained operational activities against the enemy." Lieut. Rocconi participated in 11 major attacks against such strategic targets as the Vienna Winterhofen Oil Depot, the Vienna Osterreichische Motor Works, and other important targets in Austria, Germany, Italy and Hungary. After graduation from Buffalo Technical High School, he was employed as a Car Builder Apprentice at the New York Central Car Shops, East Buffalo. He entered the Army October 31, 1943, and was commissioned at Selman Field, La. April 22, 1944. His father, Paul Rocconi, also works at the Car Shops.

Missing at Sea

Mr. and Mrs. Timothy Dineen, 1866 Niagara Avenue, Niagara Falls, New York, received a telegram from the War Department that their son, Seaman First Class William Francis Dineen, 22, had been reported missing in action while serving on a munition supply ship in the South Pacific.

The young seaman, a graduate of St. Mary's high school, where he played football, and a former Inspector of the New York Central Railroad at Suspension Bridge, N. Y., enlisted in the Navy March 24, 1944, and trained at Sampson, N. Y.; the Rhode Island training base and at Norfolk, Va. He has been at sea more than five months. His parents received their last letter from him November 6.

Two other sons of Mr. and Mrs. Dineen are in the Armed Services. John Patrick, twin brother of the missing boy, is a gunner's mate in the Navy and is believed to be in the Pacific war theater. The oldest son, Private Eugene Joseph Dineen, is in the Army and is completing his basic training at Aberdeen Proving Ground, Maryland.

Timothy Dineen, the father, is an Inspector at Suspension Bridge Car Shops.

Avis Foreman's Son Cited as Air Hero



Staff Sergt. Harry D. Yohe, Jersey Shore, Pa., formerly Painter Apprentice at the Avis Car Shops, Avis, Pa., and now of the AAF, recently visited his parents, Mr. and Mrs. C. L. Yohe, after completing 63 missions over enemy held territory. S/Sergt. Yohe was overseas for 14 months and served as Engineer-Gunner with a bomber squadron of B-25s attached to the 12th Air Force, based at Corsica.

The top picture (Yohe at right) shows three members of the crew who completed the 500th mission of the 12th Air Force.

S/Sergt. Yohe received the Soldiers' Medal for an exciting exploit performed on his last flight. The citation tells the story:

"For heroism on August 15, 1944. Upon the completion of the bomb run over Avignon, France, it was discovered that one 500-pound bomb in S/Sergt. Yohe's airplane had failed to release over the target. Realizing the danger of explosion, S/Sergt. Yohe immediately removed his parachute and lowered himself into the bomb bay. With the assistance of another member of the crew (T/Sergt. Leopold F. Elizondo, of Los Angeles, Calif.) S/Sergt. Yohe succeeded in releasing the shackles and it fell harmlessly from the aircraft. His selfless devotion to duty in the face of great hazard reflects highest credit upon himself and the Armed Forces of the United States."

He also has the Air Medal with seven Oak Leaf Clusters and the Presidential Unit Citation. He returned to the Army Air Base, Richmond, Va., for a new assignment.

S/Sergt. Yohe's two brothers also are in the Navy. Claude W. Yohe, formerly a Painter Apprentice at Avis Car Shops, is a Petty Officer 2/c, stationed in Norfolk, Va. He enlisted October, 1942. Lieut. (j.g.) Jack Yohe is stationed at Boston.

Harry, Claude and Jack are sons of C. L. Yohe, Shop Foreman, Avis Car Shops.



Petty Officer Claude W. Yohe

**St. Thomas Man
is Killed in France**

From St. Thomas, Ont., comes word that Pte. Alfred Wesley Wilcox, former M. C. switchman, has been killed in action in France, according to information received by his parents, Mr. and Mrs. W. P. Wilcox.

Pte. Wilcox, who enlisted January 9, 1944, had been in France since August 6.

In addition to his parents, three brothers, Jack, Charles and Robert; two sisters, Bessie and Jean, and his grandfather, J. W. Wilcox, survive.

Wm. W. Riddell

William W. Riddell, Engineman, St. Thomas, Ont., died in the Memorial Hospital in that city after a short illness. Mr. Riddell, who was born at Brunswick, Ont., joined the Michigan Central in St. Thomas 47 years ago and had resided there since. He was a veteran of the first World War, in which he served overseas with the Royal Canadian Engineers.

P. & E. Man Returns

Corp. Walter Kimberlin, former P. & E. Fireman, returned from the South Pacific after 26 months. An artilleryman, he was wounded in New Guinea when cleaning his pistol. He was brought to America by plane and is now at his home in Champaign, Ill.

Last of the West Albany Telegraphers Retires



Daniel A. Tobin, last of the Telegraph Operators at West Albany Shops, has retired after 37 years of service with the New York Central. Mr. Tobin started to work at West Albany when messages to and from the shop were handled by telegraph and he continued in the capacity of a Telegrapher until the telephone introduced a new system, after which he was employed as a clerk, the position he held at the time of his retirement. Associates honored Mr. Tobin at a dinner in the Aurania Club in Albany. John Eble, Chief Clerk, presented him with a purse on behalf of his co-workers.

Retiring, Gets Purse



Clyde Decker, who worked 27 years on the Pennsylvania Division, mostly as a bridge repairman, recently retired and was given a purse by fellow workers.

Freight Agent Hill, Indianapolis, Dies

Edgar A. Hill, Freight Agent at Indianapolis, died November 14 in St. Vincent's Hospital, Indianapolis, from a heart attack. Mr. Hill, whose service with the New York Central covered 40 years, was born in Moultrie County, Illinois, January 27, 1884. He began railroad work in Indianapolis, where his career ended.



Edgar A. Hill

In 1903, while a clerk in the station at Windsor, Illinois, he learned telegraphy. Mr. Hill became the Agent at Gays, Illinois in 1905 and later was Agent at Livingston, Kansas, Paris, and Danville, Illinois, Springfield, Ohio and Anderson, Indiana. In March, 1941, he was appointed Freight Agent at Indianapolis.

Mr. Hill was married to Maude Elsie Linebaugh of Windsor, Illinois on September 4, 1905. His wife and two daughters survive.

He was a member of the Indianapolis Traffic Club and the Big Four Veterans' Association. He was a 32nd Degree Mason.

Mrs. T. W. Evans

Mrs. Rose Gamble Evans, 74, wife of Timothy W. Evans, retired Vice President, Chicago, died December 4, in that city. Besides her husband, two sons, one in the Army and one in the Navy, survive her.

G.C.T. Man in France



S/Sergt. Joseph P. O'Brien, shown above, is now fighting in Europe. He was formerly employed at Grand Central Terminal, under T. G. Case, General Foreman Car Department and is the son of Timothy T. O'Brien, Carman in the terminal.

First Public Relations Graduates of I.H.B. and C.R.I.



The first I.H.B.-C.R.&I. employees to complete courses in Public Relations Training and qualify as leaders of other study groups were presented with diplomas November 30 in the office of T. L. Green, General Manager, Chicago. Pictured above are, seated, left to right, M. J. Buszin, Clerk, Freight House; G. W. Murphy, Boiler Maker; H. H. Herrold, Locomotive Engineer; Mr. Green; Dorothy Clayton, Home Route Clerk; O. P. Bailey, Yard Foreman, and C. R. MacMillan, Signal Maintainer. Standing, left to right, V. B. Moffitt, Mechanic in the Engineering Department; S. W. Spencer, Public Relations Representative; A. E. Seidler, Joint Facility Examiner; J. Ryan, Yard Clerk; P. P. Bornejko, Rate Clerk; J. M. White, Yard Foreman; H. J. O'Neill, Clerk, General Manager's Office; T. F. Barry, Chief Clerk to General Manager, and Edward Planer, Clerk in the Transportation Bureau. L. J. Doolin, Clerk in the Superintendent's Office, also completed the course but is not shown.

Charles E. Felton

Charles E. Felton, Assistant Engineer, Office of Designing Engineer, New York, died of a heart attack December 11, in the Emergency Hospital, Grand Central Terminal.

Mr. Felton, who had been with the Central since 1921, was 69 and in recent years made his home in Ossining, N. Y. Much of his work had been in connection with the West Side Improvement. He was a former Trustee and Water Commissioner of the old Village of Peekskill, N. Y., where he formerly lived, and was a former president of the Ossining Kiwanis Club.

His wife, Laura, a sister of the late Mrs. Amos O. Squire, wife of the Medical Examiner, Westchester County, survives.

Two Retiring M. C. Veterans Get Gifts

Two retirements are reported by the Michigan Central Signal-Electrical Department, Detroit. One is George Burton, Signal Maintainer at Tilbury, Ont., who retired after 38 years of service, Canada Division.

William Sampson, Electrician, Detroit Substation, retired after 20 years of service. Both men were recipients of substantial gifts.

S. J. Taylor of Detroit and C. E. Zerbe of Jackson recently entered the Armed Forces.

BLACK MAGIC! 95,000,000 tons of it a year

travel over New York Central

SOMEWHERE, paratroops attack, floating to earth on Nylon 'chutes, made from... coal!

Somewhere, a girl welder directs a hissing electric spark generated by the power of... coal!

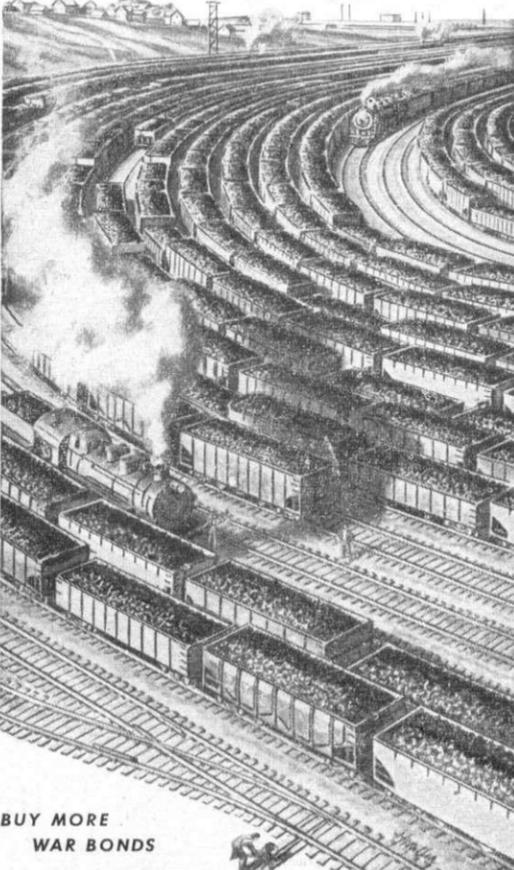
Somewhere, a train of war materiel is sped on its way by the driving force of... coal!

If ever there was black magic, it's the modern magic locked in a lump of coal. And New York Central is proud to have this fighting fuel as its largest single customer.

For this railroad acts as a giant mechanical stoker... picking up coal from mines and other railroads... and feeding the ceaseless black stream to industries and docks and coal dealers along its 11,000-mile right of way.

More than 60,000 coal cars now wear the "N. Y. C." But even that vast fleet must be reinforced with cars of other roads to handle the yearly wartime coal total of 95,000,000 tons.

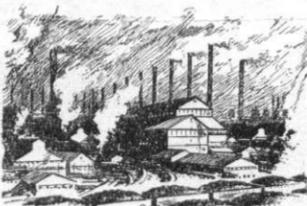
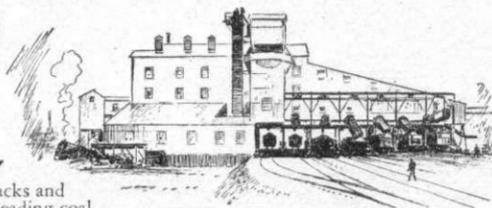
Today, only careful timing and organization keep coal flowing to where it is needed. Tomorrow, that war experience will pay dividends. Dividends in still more efficient fuel delivery to industries and homes of post-war "Centraland."



BUY MORE WAR BONDS

"SPURS" TO VICTORY

New York Central "spur" tracks and branches serve mines in five leading coal states. At each mine, loaded cars must be picked up daily and replaced by empties to maintain the vital flow of coal.



STOKING THE FIRES OF WAR

One big plant may burn as much as 200 carloads of coal a day. Those cars must be delivered in endless procession from the mines to the plant siding... and the empties speeded back for more coal.



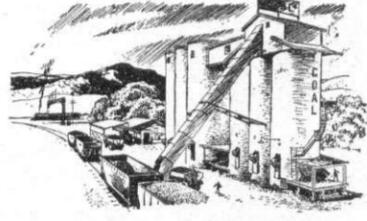
"SINGLE HEADERS"

Even when coal moves in 90-car trains, one engine hauls it on the almost gradeless Water Level Route. Yet, despite this natural efficiency, Central uses some 14,000,000 tons of coal a year.



GENTLE GIANT

This giant coal dumper picks up a car and pours its 70-ton load into a ship as easily as you'd pour sugar from a spoon. Gently, too. For New York Central takes extra care to prevent coal breakage.



HELP SAVE FIGHTING FUEL

Due to war demands, it's not always possible to deliver to your dealer as many cars of coal as he or we or you could wish. So please use your coal supply with care... help conserve America's fighting fuel.

NEW YORK CENTRAL

ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY



ONE DAY'S COAL TRAFFIC

If all the coal hauled in one day by New York Central were gathered in this lakeside yard, you'd see 4500 cars... 35 solid miles of them!

Track Pans First Used on N.Y.C., Which Now Has 29



At top, a new Mohawk type Class L-4b locomotive is shown at East Palmyra, N. Y., scooping up water at 50 miles per hour. The tender has a capacity for 15,000 gallons of water. The water tank and treating plant can be seen on left; obscuring the steam heating plant behind it. These plants service the two track pans on Tracks 1 and 2 of the Main Line at this location.



View of water scoop on L-4b locomotive in lowered or scooping position, taken in an enginehouse pit at East Syracuse, N. Y. Inspector James Rosencrans is giving it an "okay."

TWENTY-NINE track pan water stations, located at strategic points on the Main Line and on the Michigan Central, play an important part in keeping New York Central traffic speeding without the delay caused by locomotives stopping for service at wayside water stations.

The Central installed its first track pan station in June, 1870, at Montrose, N. Y. This was the first water scoop and track pan system ever to be used in the United States, following by a few years tests made in England, and it was immediately acclaimed a success for its time-saving features.

This scoop system was for the use of the fast Saratoga trains of that time and the track pan was supplied with water by a hand pump. No provision was made to prevent the water in the pan from freezing because its use was discontinued during the winter.

William Buchanan, builder of the famous locomotive 999, designed this first scoop, then called a "jerk water." The scoop was attached back of the rear trucks of the tender and the water conducting pipe placed back of and outside of the tender tank.

The first track pan on the Mohawk Division was installed at Palatine Bridge in 1889 and the first on the Syracuse Division at Churchville in 1892.

The modern track pan varies in length from 1,400 to 2,500 feet and must be located on level ground, preferably on non-curved sections. There are, however, track pans in service on slight curves.

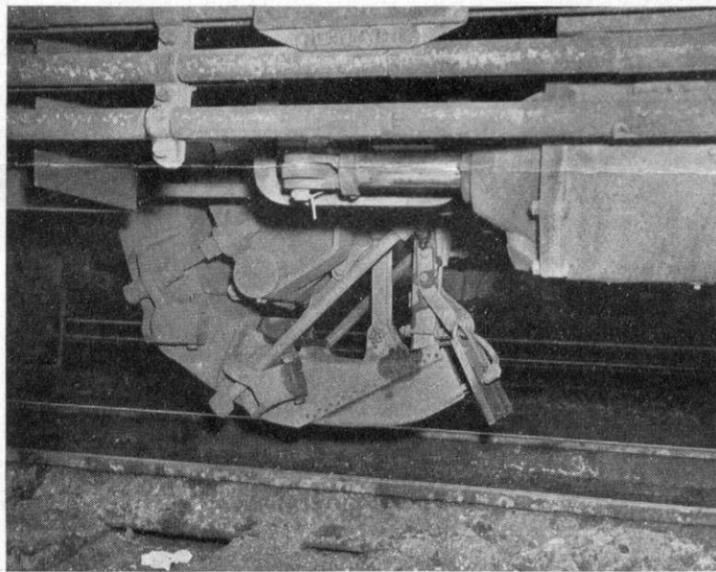
The pan for each track is located midway between the two rails, its inside cross-section dimensions being eight inches deep and nineteen inches wide. Built of rolled steel sections welded together, it is installed so that the top of the pan is one inch below the top of the rails.

Each pan is equipped with markers for use of the engine crews. These show the proper locations to drop and raise the scoop through which the water is transferred from the track pan to the locomotive tender's cistern.

At each pan location there is a roadside tank of sufficient capacity to furnish the required amount of water for all pans there. Just as the location of pans is determined by the distance between yards and terminals for passenger and freight service, so the amount of water needed is determined by the density of traffic and the number of pans, from two to four, installed at the location.

The water used is supplied from a nearby clean source and is chemically

At bottom, side view, in raised running position, of a water scoop on one of the Central's new Mohawk type Class L-4b locomotives.



treated according to its requirements to prevent locomotive boiler scale.

The water flows by gravity into the track pans through automatic valves operated by floats, so that when the water in the track pans gets below a set point the valves open and replenish the supply. These valves close in a like automatic manner when the quantity of water in the pan has reached the proper level, or three-quarters of an inch from the top.

In winter it is necessary to provide heat so that the water in the pans does not freeze. This is done by steam, generated in adjacent plants and regulated manually as to amount, determined by the temperature, by the employe in charge of the plant. The live steam is injected through small jets directly into the water contained in the track pans.

To prevent the formation of ice on and beside the track, steam is also circulated through pipes installed beside the track and cement trough between the tracks. These troughs are to catch spilled water and drain it away immediately.

The equipment on the locomotive consists of a scoop, hinged in construction, with two moving parts actuated through a cylinder by means of air pressure. Attached to the scoop is a pipe extending up through the cistern in the tender at approximately its middle and ending in a U bend, the outlet of which is above the water level when the cistern is full.

When the scoop is in lowered position it is six and one-quarter inches

below the top of the rail. It thus dips into the water approximately four and one-half inches. When in raised position, the scoop is four inches above the top of the rail, so that the mouth of the scoop moves through a vertical total distance of ten and one-quarter inches in its operation.

Tests have indicated that there are approximately from two and one-half to two and three-quarters gallons of water transferred from the track pan to the tender's cistern per lineal foot of scooping distance.

Normal scooping operation calls for the engine crew to bring the approach to a track pan to each other's attention. When the locomotive is opposite the entering marker, the engineman announces this to the fireman, who throws the valve supplying the air to the scoop actuating cylinder. This lowers the scoop into the pan, where it is allowed to remain until the cistern is full, or until the departing marker is reached.

The cistern is indicated as full by a small stream of water squirting from an overflow cock in view of the fireman. Otherwise, the engineman notifies the fireman of the approaching end of the track pan. The fireman then reverses his former action with the air valve and the scoop rises from the pan, assuming its original position.

Provision of adequate air vent equipment on tenders allows water to be scooped at track speed limits, which are as high as 80 miles per hour. On the other hand, it has been estimated that a locomotive running at a mini-

imum of approximately thirty miles per hour can efficiently scoop up water.

St. Thomas Meeting Discusses AB Brake

On the Canada Division, it has been the practice for several years to have a meeting monthly to discuss operating and maintenance difficulties with enginemen and others.

These meetings are now held in the new auditorium in the St. Thomas Station. They have been well attended and enginemen and supervisors have felt free to discuss their problems in the handling of trains and maintenance of equipment.

W. D. Elder Dies in Ypsilanti, Mich.

The M. C. Engineering Department, Detroit, reports:

W. D. Elder, retired Assistant Engineer, died recently at his residence in Ypsilanti, Mich.

Sergt. J. A. Henning, son of Supervisor of Track Thomas Henning, Jackson, was home on furlough recently. He has been assigned to a Flying Fortress as Chin Turret Gunner, reporting at Tampa, Fla.

Vernon Wraight, furloughed Clerk in Division Engineer's office, Detroit, and now in the U. S. Maritime Service Reserve, dropped in for a visit while on recuperation leave.

With the advent of the new "AB" brake, it seemed that a clarification of its effect on operation and maintenance might be of value and a Fall meeting recently was assigned to this. C. M. Drennan of the Westinghouse Air Brake Company, Pittsburgh, one of the foremost authorities on air brakes, addressed approximately 150 engineers and firemen, air brake mechanics, supervisors and officers. Mr. Drennan was assisted by William Duckworth, Air Brake Technician, of the Westinghouse Air Brake Company, Hamilton, Ontario, Leroy D. Hays, NYC Assistant Supervisor of Air Brakes, Syracuse, and J. C. Miller, MC Air Brake Supervisor, Detroit. W. Parker presided.

Albany Wedding Bells

Wedding bells were echoed in the Locomotive Shops at West Albany recently as Miss Phyllis Graham and Frank A. Boughton were married. Miss Graham, daughter of L. O. Graham, Local Chairman of the Boilermakers' Organization, is in the Superintendent of Shops' Office. Mr. Boughton is a sheet metal worker. After a brief honeymoon the couple returned to their newly purchased home on Homestead Avenue in Albany.

Latest reports received advise that G. J. Carey, former Machinist Apprentice from West Albany Locomotive shops, is now a prisoner of war in Germany.

Speakers' Club to Hold Railroad Night

The New York Central Speakers' Club of Manhattan, at its monthly meeting, Wednesday, January 31, will devote the evening to a discussion of railroad subjects. The session will begin at 6:30 P.M. and will be held in Room 1315, 466 Lexington Avenue. Any railroad employe is welcome.

New Train Masters

S. T. Keiley was appointed Train Master of the Electric, Harlem and Putnam Divisions.

W. A. Shea was appointed Train Master, St. Lawrence, Ottawa and Adirondack Divisions.

Both appointments were effective December 16.

Carlton M. Robson

Carlton M. Robson, District Claim Agent, Jackson, Mich., died suddenly in the Foote Memorial Hospital at Jackson, November 28.

Bride and Groom



Miss Virginia Gallagher, daughter of J. P. Gallagher, Architect, System, walks down the aisle from the altar of the Church of the Immaculate Conception, Irvington, N. Y., November 25, following her marriage to Dr. Leonard J. Bristol, Lieut. (j.g.), U.S.N.R. A reception at the home of Mr. and Mrs. Gallagher followed the ceremony.